

Prices and Prospects.

COKE CONSUMERS VIEWING THE SITUATION PHILOSOPHICALLY

Conditions Are So Bad That They Can Do Nothing. But Improve.

OUTLOOK MORE HOPEFUL

Movement of Coke Is Better Although It Is Not Reaching The Furnaces in Larger Volume; Shipments Short of Requirements; Many Inquiries Out.

Special to The Weekly Courier.

FITTSBURGH, Jan. 16.—Rather a more cheerful feeling prevails in coke and blast furnace circles than would be expected in the circumstances, when all records for trouble have been shot to pieces. The philosophy is that conditions are so bad that they cannot possibly do anything but improve. Car supplies in the coke region were 30 per cent. on Monday and the same on Tuesday, with nothing more than hopes as to a better supply during the remainder of the week.

Coke shippers report that the congestion of coke in yards and on sidings in the region has been largely cleared off in the past ten days, but reports from blast furnaces do not indicate that any large part of the coke has reached consignees. There was zero weather and worse Saturday night in the central west, and Monday night a heavy snowfall. Apart from the damage done to transportation by these weather conditions the common opinion is that transportation conditions as relate to the movement of coke are improving.

While coke transportation conditions are poor, the fact is that it is a favored commodity. There are general embargoes on most of the lines relating to the receipt of all freight consigned to any distance, with the exception of perishable freight and blast furnace material, the most important of which is coke. Even coke is not free from embargoes, however, as the Pittsburgh & Lake Erie will not receive coke consigned for movement over the Erie road from Youngstown.

The amount of coke involved in contracts is less than it was towards the close of the old year, but it is still more than sufficient to absorb all the production and in consequence there is no free coke on the market while shipments against contracts since the first of the year have been far short of the contract tonnages. Coke producers are daily in receipt of numerous inquiries for prompt coke but must turn a deaf ear to all inquiries. The trade has been more secretive in recent months than usual as to the contracts on books and no one attempts to make a general estimate of the amount of coke per week that is now on contract, but a rough estimate is made that if car supplies were brought up to 80 or 95 per cent. of ratings there would be an amount of free coke to be offered in the spot market that would really be worth while. In all probability there would still be much less than enough to supply all the requirements. Inquiry at present is not confined to the regular consumers of beehive coke, but comes in many cases also from furnace interests having by-product coke plants, which are in operation, but not at full speed, the coking time being several hours longer than standard.

The market is nominal, in that there are no transactions, but no disposition is shown to avoid recognizing the set prices, at which operators assert they wish they had the opportunity to sell.

Furnace. 72-hour selected. \$17.00
Crushed, over 1-inch. \$17.00
Strong hopes are entertained that as soon as the particularly untoward weather conditions disappear the effects of government control of the railroads will begin to be seen in no uncertain fashion. It is insisted that government control removes so many obstacles to the full utilization of the physical facilities of the railroads that given anything like respectable weather conditions the traffic movement will begin to improve, and that by spring at any rate transportation in general will be better than ever before.

The executive committee of the general committee appointed at the meeting of January 2 is endeavoring to formulate precisely its prerogatives and powers in the matter of regulating coke movement and has put some specific matters before the Fuel Administration at Washington. The committee, Messrs. Lennart, Jamison and Fry, late last week received instructions from Washington to make recommendations as to how to proceed in procuring a large quantity of coke for eastern interests engaged on munition work, in case of an emergency call for fuel. Making such recommendations is the function of this committee, as at present understood. Coke Advisor Blauvelt, under the authority of the Fuel Administrator, will place requisitions for coke, the committee acting in an advisory capacity only.

The pig iron market is absolutely inactive, as practically all the furnaces are behind in meeting contract requirements and have no iron to offer for anything like early delivery. Among the merchant furnaces of the

Review of the Connellsville Coke Trade.

Statistical Summary.									
PRODUCTION.		WEEK ENDING JAN. 12, 1918.				WEEK ENDING JAN. 5, 1918.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.	
Connellsville	20,265	17,903	2,362	138,444	20,465	17,903	2,562	136,840	
Lower Connellsville	17,445	15,286	2,159	98,063	17,445	15,114	2,331	90,463	
Totals	37,710	33,189	4,521	236,507	37,910	33,017	4,893	227,303	
FURNACE OVENS.									
Connellsville	17,068	15,254	1,814	117,282	17,068	15,254	1,814	106,820	
Lower Connellsville	5,286	4,537	750	20,781	5,286	4,867	789	27,008	
Totals	22,354	19,791	2,564	138,063	22,354	20,121	2,603	133,828	
MERCHANT OVENS.									
Connellsville	3,207	2,649	558	21,162	3,407	2,649	758	19,429	
Lower Connellsville	11,519	10,549	1,270	60,365	11,519	10,577	1,242	63,650	
Totals	14,726	13,198	1,828	81,527	14,926	13,226	2,000	83,079	
SHIPMENTS.									
WEEK ENDING JAN. 12, 1918.									
To Pittsburgh	3,747 Cars.		135,270 Tons.		2,500 Cars.		85,910 Tons.		
To Points West of Pittsburgh	3,432 Cars.		125,554 Tons.		2,671 Cars.		96,383 Tons.		
To Points East of the Region	885 Cars.		35,794 Tons.		901 Cars.		23,772 Tons.		
Totals	8,064 Cars.		296,618 Tons.		6,072 Cars.		215,665 Tons.		
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A RESTRICTION OF COAL SUPPLY IN NON-WAR INDUSTRY

Is Plan of Fuel Administration Soon To Be Made Effective.

COAL TO BE APPORTIONED

By State Fuel Administrators "With the Least Possible Injury to the Industries." A Coal Budget to Be Prepared; A Reduction of Hours.

Many of the details in connection with its program to curtail coal shipments to industries not absolutely essential to the war have been given in a statement by the Fuel Administration. The industries involved were assured that no effort would be made to curtail eliminate them, as such a move, it was held, might result disastrously to the industrial fabric of the country.

Apportionment of coal will be left largely to Federal fuel administrators, in the states in which supplies are short. They will work under general instructions from Fuel Administrator Garfield to supply first, householders, and next, industries producing war materials. Many industries whose products are not necessary for waging the war probably will be required to shut down at least two or three days a week until the fuel crisis is over.

The Fuel Administration has worked out a plan, it is said in the statement, "which provides for necessary restrictions with the least possible injury to industries." The plan is as follows:

1. A complete coal budget with a detailed estimate showing: a. Total coal production in 1918 (Bureau of Mines estimate.) b. Coal needed in 1918 by direct war work. c. Coal used in 1917 by non-war industries.
2. Total coal curtailment necessary for non-war industries.
3. Provision for necessary coal curtailment by the following steps: a. Voluntary agreement by each non-war industry to limit the least essential parts of the product—each industry making the reduction where it will do the least harm. b. Formal order from fuel administrator making legal and binding on the entire industry, the various restrictions voluntarily agreed upon.
4. Committees representing each of the principal industries will be called to Washington and the necessary saving of coal arranged for about the lines suggested by the industry itself.
5. Reduction of hours of manufacture.

The less essential industries will be treated alike in all the Eastern states and fuel administrators will be asked to observe the general rules.

BY-PRODUCT OVENS PRODUCING 384,000 TONS COKE WEEKLY

Or 80.4 Per Cent of Their Maximum Capacity of 477,000 Net Tons in 7 Days.

LOSS DUE TO LACK OF COAL

Plants in Indiana, New Jersey, New York and Ohio Suffer Heaviest From This Cause; Some Loss Results From Low Grade Emergency Coal.

NEW COAL PLAN

Administrator Garfield Working on Distribution Scheme for New Year.

Organization experts are at work with the Fuel Administration, preparing a plan for the more orderly distribution of the coal product for the coming year, beginning April 1. The plan has as the center of its working arrangement the establishment of 20 defined producing districts, in each one of which will be located a district representative of the Fuel Administration. The representative will be chosen upon the recommendation of the coal producers of the district in which he operates, and it will be his function to receive all orders or requests from the Fuel Administration for fuel against shippers in his district and allot them among the shippers.

In pursuance of the plan outlined for coal distribution, five district representatives have been appointed. D. R. Lawson, for the Fairmont district of West Virginia, being the first.

Other appointments, made during the past week, are as follows: A. H. Land of Huntington, W. Va., for the coal fields in the Kanawha and Guyan districts, and Mingo county, W. Va.

W. D. McKinney of Columbus, Ohio, for the McKinney-Hocking-Jackson-Pomeroy and Ironton coal fields of Southern Ohio and in Mason county, W. Va.

C. G. Hall, of Terra Haute, Ind., for the coal fields of Indiana.

A. E. Holmes of Birmingham, Ala., for the Alabama coal fields.

Additional appointments will be made as rapidly as possible until all of the coal fields of the country are supplied with district representatives.

URGES LOYALTY

President Rea of P. R. R. Calls Upon Employees to Stand Behind McAdoo.

The attention of all officers and employees of the Pennsylvania Railroad is called, by President Samuel Rea, to the appeal for energetic and loyal service issued by William G. McAdoo, Director General of Railroads.

Posters reprinting Mr. McAdoo's message, under the heading, "The Nation's Call to Railroad Men," have been prepared and will be displayed at once on all employees' bulletin boards, in passenger and freight stations, shops and round houses throughout the entire Pennsylvania Railroad System, both east and west of Pittsburgh.

The director general's appeal is followed, on the posters, by the following personal message from President Rea to the working forces of the Pennsylvania System: "The management of the Pennsylvania Railroad system is confident that every officer and employee will respond loyally and unwaveringly."

A BIG GAIN

In Unfilled Orders of the United States Steel Corporation.

The United States Steel Corporation's unfilled tonnage report as of December 31, made public last week, showed a total of 9,281,718 tons on the books. This is a gain of 484,612 tons, or 5.44 per cent over November 30 report.

This shows the backing up of orders due to freight congestion and inability to ship, combined with the growth of quietly placed government business.

THE GAIN WAS 75,000 TONS

Quick Movement From Ovens to Furnaces Will Not Be Possible Until Future Accumulations of This Kind Can Be Avoided; Short Car Supply.

Except for the return of blizzard conditions, which developed in the week end storm, the efforts which are being made to clear the coke would have accomplished greater results. As it was, considerable progress was made in that direction the figures for last week's outgoing movement of coke showing the total shipments 296,718 tons against 215,665 tons of the previous week, an apparent gain of 81,053 tons.

As noted in previous reports the filling of sidings with loads of coal and coke, at points between plants and the seales, has been in progress for a number of weeks. These accumulations are made up of cars which have been recorded in the region's production but have not yet entered into the shipment records, nor been received by the consumers who are hungering and thirsting for them. At the beginning of the clean-up there were 2,300 cars, including coal and coke loads, on the sidings of the region. The bulk of the increase in last week's shipments total, partially represents the extent to which this accumulation was cut down. There have been some additions to it during the week so that it still remains a very considerable quantity, though by no means as great as it was ten days ago. Until the disturbing factors of winter weather and other traffic hindrances are removed to the extent that future accumulations of this kind can be avoided, furnacemen will still have occasion to complain of the tardiness in the transit of coke from oven to furnace.

While there is a certain feeling that some of the troubles which have long operated to curtail coke shipments, will shortly be eliminated, it is inspired more by hope than assured by tangible evidence. It is believed, however, that once the country is freed of the grip of zero weather and its accompanying consequences, there will be a decided improvement in freight movement under the government's rationing plans. If it comes, coke, being a favored commodity, will respond promptly to the changed condition. Judged by the outlook of the present week there is little to encourage an early realization of the long deferred hope. Car supply has been holding around 30 per cent while the Monongahela railway reports none at all in sight for tomorrow's loading. What the remaining days of the week may have in store none dare conjecture.

The storm of Sunday and Monday, which was probably one of the greatest severity, when the temperature was around zero, that has been known in the history of the region, had such a paralyzing effect on the railroads that a number of plants lost one day's operation through lack of cars. Others fared almost as badly and throughout the week there were interruptions due to scant car supply or late placing of them that had all the effect of an enforced idleness for a part and, in some instances, the whole of a day.

For the week ending Saturday, January 12, the shipments, all of which were by rail, aggregated 8,154 cars, carrying 296,718 tons, distributed as follows:

Destinations.	Cars.	Tons.
Pittsburgh District	3,247	123,270
West of Pittsburgh	3,432	125,554
East of Connellsville	885	35,794

There was a substantial gain in shipments to all destinations, that of 43,600 tons to the Pittsburgh district being the greatest. To Western points the gain was 26,671 tons, and to Eastern, 4,022 tons, or a total of 75,653 tons.

Production made a fair gain, under the various handicaps of the week, the estimated total being 297,707 tons, a gain of 21,665 tons, as compared with the preceding week. The Connellsville region, as also the furnace ovens, were the larger gainers, the increase by the former being 12,604; by the latter, 13,362 tons. The Lower Connellsville region did proportionately almost as well as did the merchant ovens, the respective gains being 9,005 and 8,247 tons.

TRIED TO STOP MINERS

Lodged in Jail to Await Action by the Federal Authorities.

Peter C. Monosky, aged 24, and Thomas E. Bellocosa, aged 25, of Marianna, were arrested Sunday by Deputy United States Marshal Thomas P. Campbell on a charge of interfering in the production of bituminous coal in violation of a recent act of Congress.

It is alleged that the men attempted to stop miners from working in the Pittsburgh & Buffalo Coal company's mines at Marianna last Saturday morning. The men were lodged in the Allegheny county jail to await action of federal authorities.

TO RESTRICT COAL EXPORTS.

The Fuel Administration has notified coal exporters that during 1918 shipments to foreign countries must be limited strictly to war uses.

Production and Output.

CLEAN-UP OF ACCUMULATED COKE LOADS WAS HINDERED BY STORM

COKE TRADE SUMMARY.

Had there not been a recurrence of zero weather, accompanied by unusual storm conditions, there is large probability that the clean-up of accumulated loads of coke on the coke region sidings would have made greater progress last week. As it was, considerable progress was accomplished in this direction, the total of outgoing tonnage being 296,718, a gain of 75,053 tons.

This increase, partially represents the extent to which the 2,300 cars, including both coal and coke which were in storage on the sidings, were moved out. Some further additions were made during the week so that there remains a very considerable quantity of coke which has come into production records but not yet into shipment records, nor received by the avid customers. There is a feeling, once the country is freed of winter's grip, traffic conditions will show a decided improvement under the government's plan of unification. The outlook this week is not encouraging, however, the car supply holding around 30 per cent with notice from the Monongahela railway that no cars at all are in sight for tomorrow.

The coke consumers generally are taking the situation very philosophically. They comfort themselves with the thought that the situation is as bad as it can possibly be, hence the only change that can now take place will be in the direction of an improvement. While there was a free outgo of coke during the week, it has failed to reach destinations in larger quantities.

A GAIN OF 17 MINES IN YEAR

Fifth Bituminous District Has 70 As Compared With 52 in 1917; All Are Coal Operations.

The annual report of Richard Maize, Inspector of the Fifth Bituminous District will show that 18 new mines were opened in his district during the year 1917. This number does not include the "team track" mines which employ less than 10 men, hence do not come under the supervision of the state department of mines.

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The new mines are devoted exclusively to the production of coal, the product of some of them being shipped to by-product coke plants, others to supplying local trade and others to shipping commercial and railroad coal. The new mines are as follows:

Tunnel, Tunnel Coal & Coke company, Cheat Haven; Harrah, Harrah Coal & Coke company, Outcrop; Point Marion, Point Marion Coal company; Dougherty, Fairchance Coal company; Fairchance; Lillian, John E. Weaver, Smithfield; Penn, Penn Coal company, Smithfield; Jeffery Nos. 1 and 2, Cliphart Coal & Coke company, Cliphart; Smiley, Smiley Coal company, Fairchance; Amos, Amos Coal company; Meadowbrook, Meadowbrook Coal company; Hutchinson station; Playford Nos. 1; King, King Coal company, Atlas; Ball, Stern Coal company, North Union township; Fath, Youngstown Coal company, Youngstown; Stewart No. 2, Stewart Coal company, Benson; Bickner, Buttermore Coal company, Evans station.

A BIG SHORTAGE

In Fuel Administration's Estimated Coal Tonnage for 1917.

Preliminary estimates by the United States Geological Survey of the bituminous coal production for 1917 put it at 544,000,000 tons, compared with 1916 the figures show an increase of 42,000,000 tons.

The Fuel Administration had previously calculated the tonnage for the year at 550,000,000, but the falling off of production during December accounts largely for the 8,000,000 tons shortage. Car shortage in central Pennsylvania, West Virginia and Kentucky held the production for December to a low figure it is claimed.

MAY GOES UP.

Well-Known Engineer Now B. & O. Road Foreman.

S. M. May, a Baltimore & Ohio engineer for 19 years, has been appointed road foreman of engines, with headquarters at Smithfield. He succeeds James Wardley. Mr. Wardley has been transferred to Chicago Junction as road foreman of engines there.

W. M. Foster, recently succeeded B. E. Miller as road foreman of engines at Rockwood. Mr. Miller has taken a passenger run on the Somerset & Cambria branch.

A PROBE FOR FUEL ADMINISTRATION IS IN PROSPECT

Charge Made That Energy Has Been Directed in the Wrong Direction

PRODUCTION NEGLECTED

While Efforts Were Made to Lower the price, Urges Lessened Consumption and Prevent Hoarding Instead of Stimulating Increased Output.

There are 3,538,554,000 tons of unmined coal in the United States. At the 1913 rate of consumption this is enough coal to last the country for 4,000 years. At the more conservative estimate there is enough to last for 100 years.

Despite this almost incomprehensible supply of coal awaiting the miners' pick the United States is passing through the worst coal famine it has experienced in many years.

The facts will be taken into consideration by the Senate Committee on Manufactures investigating the coal shortage, says the Washington correspondent of the Pittsburgh Dispatch. It is evident that a storm is brewing for the Fuel Administration and that unless there is a distinct improvement in the coal situation soon there will be a demand for a change in the office of the fuel administrator.

It is admitted that while the coal requirements this year will be 100,000,000 tons more than the production of last year, the production for this year will be only 50,000,000 tons more than the previous year. This means a shortage of 50,000,000 tons. With more than three and one-half trillion tons underlying the surface of the United States, the question is asked why there should be a shortage of 50,000,000 tons.

The Fuel Administration has devoted its energies principally to distribution and economy, rather than to stimulation of production. The public has been asked to use less coal and has been warned against hoarding. Citizens who were prudent enough to have their coal bins filled last summer are looked upon as hoarders under the official classification. For months the coal operators and the railroads have been engaged in framing alibis to prove that each was not responsible for the shortage. The operators have issued statements showing they could have mined more coal if they had had the cars in which to ship it. The railroads have as frequently put out bulletins showing they were transporting much more coal than they ever did before. And the Fuel Administration was urging the people to economize in coal and exercise patience. In the midst of this three-cornered controversy, the country was enveloped in a cold wave.

There stands out the admitted fact that the production is far below the coal requirements. Testimony was given before the committee that Homer E. Johnson, Ohio fuel administrator, had given an interview suggesting that sacrifices had to be made and that some people might have to burn their furniture for fuel. He is said to have advised people to close their parlors and sitting-rooms and sit in their kitchens.

Criticism of the Fuel Administration are based upon its apparent lack of practical ability. It is urged that the solution would be an increase in production. If such increase could not be secured in any other way, the government could open coal mines. The government is now operating the railroads, and it is arranging to advance \$7,000,000 for the building of houses for the employees of ship-building plants.

It is difficult to explain the coal shortage to the average man who knows that the whole country is undecided with coal and that it only requires the labor of digging it out. This supply is practically inexhaustible, according to Van E. Manning, director of the Bureau of Mines, who said:

"According to the United States Geological Survey the unmined coal in the United States within 3,000 feet of the surface amounts to 3,538,554,000 short tons. If this coal could be placed in one great cubical pile as solid as iron it would be 18 miles wide, 18 miles long and 18 miles high. Similarly, if all the coal that has been mined in the United States, plus 50 per cent for waste, a total of 15,033,100,000 short tons, were piled in the same way, the pile would be 1,540 feet long, 1,540 feet wide and 1,540 feet high, or, in other words, only about four-tenths of 1 per cent of the original amount has been mined or wasted in mining."

"In attempting to calculate how long the available coal supply will last, it is manifestly inaccurate to base the calculation on the present rate of production or consumption, or on the rate for the last decade, as the rate will continue to increase for a long time. If we assume that the rate of consumption will remain the same as it was in 1913, then, after allowance has been made for unpreventable waste in mining and marketing, there will be enough coal to last for 4,000 years, but, of course, such an estimate is absurd, for the rate of 1913 will probably be held in any single future year."

"If the production curve should be prolonged at its rapidly increasing rate, and if this acceleration should be continued until the coal is completely exhausted, the supply would not last 100 years. The true life of the coal fields probably lies between these two extremes, perhaps being nearer 100 than 4,000 years."

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FATHER ASKS \$20,000 FOR LOSS OF SON'S LEG UNDER TRUCK

Action Brought in Uniontown Today Is Result of Accident Last October at Swagertown.

An echo of an accident along the Swagertown road on October 17, was the filing in Uniontown Friday of a suit for \$20,000 damages by W. O. Stillwagon, of Connellsville township, against the coal firm of Kennel & Kell. According to the allegations of the plaintiff, as placed on file by Attorney John Dugan, Jr., negligence on the part of the driver of the coal company's truck resulted in the plaintiff's son, Edward, nine years of age, being run down causing an injury to the leg that made necessary amputation at the Cottage State hospital.

LARGEST SERVICE FLAG IN COUNTRY HAS 19,315 STARS

Each Star Represents a Miner Who Has Dropped Pick to Take Up Service for Uncle Sam.

INDIANAPOLIS, Jan. 12.—A service flag said to be the largest in the country and bearing 19,315 stars will be given as a canopy in the hall when the United Mine Workers of America opens its 26th consecutive and third biennial convention here next Tuesday, according to an announcement made at the union headquarters today by K. C. Adams, director of publicity of the organization. Each star represents a union coal miner who has dropped the pick to take service with Uncle Sam. The flag measures 48x75 feet.

In regard to the coal shortage and labor supply Mr. Adams said: "Notwithstanding the miners' union has furnished more for military service than has been the case in any other single industry officials assert that more than 300,000,000 tons of coal can be mined annually in excess of the nation's maximum demand for all purposes including exports if the railroads could furnish the cars necessary to handle the output."

COAL IN SERBIA

Has Abundant Deposits of Hard and Soft and Lignite.

According to the Deutsche Balkan Zeitung, of Sofia, an expert who has been looking over the Serbian coal fields to find opportunities for investment declares that hard and soft coal and lignite are found in great abundance in Serbia, offering excellent opportunities to capital. While it has long been known that Serbia was rich in coal lands, there were but 14 mines operating in the year 1910.

The number had increased in 1914 to 22, but because of lack of miners, machinery, enterprise, and capital no further development seems to have taken place. The expert referred to in the Zeitung found 10 more localities in which mines could be successfully operated, besides a rich field of coal near Uscie, along the bed of the River Ibar.

Statistics show that the product of the soft coal and lignite in Serbia doubled between 1900 and 1910, 51,320 tons of anthracite coal, 16,622 tons of soft coal, and 7,899 tons of lignite having been mined in the latter year. Since the occupation of Serbia all its mines have been in the hands of German army engineers, who have so thoroughly organized the work upon them that it is generally believed the output has been increased considerably.

THOUSANDS IDLE

Because of Fuel Shortage Due to Blizzard in West.

CHICAGO, Jan. 15.—Nearly 150,000 men were idle today in Chicago and nearby manufacturing districts on account of a fuel shortage caused by heavy snowfall which demoralized railway traffic last Saturday, Sunday and Monday.

A snow storm which was forecast by the weather bureau to strike Chicago last night passed some distance south and today appeared to be moving eastward.

"The storm was just as severe as the one last week," said the forecaster. Seventeen inches of snow fell in seven hours in Evansville, Ind.

ASKS FOR RECEIVER

Owensdale Man Seeks to Learn Status in Partnership.

John E. Buttermore of Upper Tyrone township is plaintiff in an equity suit filed in Uniontown Monday morning against T. B. Gibson and R. E. Hockenberry of Scottsdale; J. W. Scott of Somerset county and B. F. Hoffacker of Pittsburgh, to determine his status in a partnership formed in March, 1917, for the purpose of developing a coal vein on the Keisler farm near Owensdale. He asks for the appointment of a receiver. The court made an order requiring the defendants to show cause why the petition should not be granted.

Two-Cent Law Upheld.

WASHINGTON, Jan. 14.—The Illinois Central railroad and 28 other roads, by an opinion of the supreme court today lost their fight to have the Illinois two-cent passenger fare law set aside.

THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 12, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mt. Pleasant Coke Co. Greensburg
120	80	Boyer	Mt. Pleasant Coke Co. Greensburg
36	20	Brush Run	Brush Run Coke Company Mt. Pleasant
32	32	Carroll	Frederick-Cville Coke Co. Pittsburg
150	150	Clare	Clare Coke Co. Greensburg
40	40	Dexter	Connellsville Coke Co. Connellsville
50	40	Ellen No. 1	Whyel Coke Co. Uniontown
50	50	Ellen No. 2	Whyel Coke Co. Uniontown
100	100	Elizabeth	Unity-Cville Coke Co. Greensburg
125	110	Fort Hill	W. J. Rainey New York
10	10	Franklin	Summit-Cville Coke Co. Connellsville
101	101	Gilmore	Gilmore Coke Co. Uniontown
125	60	Grace	W. J. Rainey New York
145	145	Helen	Samuel L. Lohr Youngwood
43	43	Humphrey	Basement Coke Co. Pittsburg
43	43	Johnson	Shannon & Co. Coke Co. Uniontown
40	40	Johnson	Johnson Fuel Co. Uniontown
40	40	Mages	Mages Coke Co. Uniontown
84	84	Manahan	Manahan Coke & Coke Co. Connellsville
370	270	Mt. Pleasant	W. J. Rainey New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co. Greensburg
32	32	Myers	Brownfield-Cville Coke Co. Uniontown
40	40	Nelson	Brown & Cochran Dawson
50	40	Palmer	Newcomer Coke Co. Uniontown
180	180	Paul	W. J. Rainey New York
550	518	Revere	W. J. Rainey New York
40	40	Smith	Smith Fayette C. & C. Co. Uniontown
40	40	Thomas	Whyel Coke Co. Uniontown
80	80	Veteran	Mt. Pleasant Coke Co. Greensburg
57	42	West Penn	West Penn Coke Co. Pittsburg
3,207	2,549	FURNACE OVENS	
240	243	Adelaide	H. C. Frick Coke Co. Pittsburg
309	309	Alverton	H. C. Frick Coke Co. Pittsburg
337	337	Baggaley	H. C. Frick Coke Co. Pittsburg
300	300	Berk	H. C. Frick Coke Co. Pittsburg
240	240	Brakerton	H. C. Frick Coke Co. Pittsburg
300	300	Buckeye	H. C. Frick Coke Co. Pittsburg
240	240	Central	H. C. Frick Coke Co. Pittsburg
301	301	Central	H. C. Frick Coke Co. Pittsburg
78	78	Coalbrook	H. C. Frick Coke Co. Pittsburg
400	400	Collier	H. C. Frick Coke Co. Pittsburg
400	400	Continental 1	H. C. Frick Coke Co. Pittsburg
326	326	Continental 2	H. C. Frick Coke Co. Pittsburg
200	200	Continental 3	H. C. Frick Coke Co. Pittsburg
120	120	Cressland	H. C. Frick Coke Co. Pittsburg
313	313	Davidson	H. C. Frick Coke Co. Pittsburg
230	230	Dorothy	H. C. Frick Coke Co. Pittsburg
272	272	Hecla No. 1	H. C. Frick Coke Co. Pittsburg
373	373	Hecla No. 2	H. C. Frick Coke Co. Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co. Pittsburg
355	355	Hostetter	Hostetter-Cville Coke Co. Pittsburg
250	249	Junata	H. C. Frick Coke Co. Pittsburg
306	306	Kyle	H. C. Frick Coke Co. Pittsburg
493	493	Laisnering 1	H. C. Frick Coke Co. Pittsburg
502	455	Laisnering 2	H. C. Frick Coke Co. Pittsburg
502	400	Laisnering 3	H. C. Frick Coke Co. Pittsburg
304	304	Leith	H. C. Frick Coke Co. Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co. Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co. Pittsburg
500	500	Mammoth	H. C. Frick Coke Co. Pittsburg
400	39	Marguerite	H. C. Frick Coke Co. Pittsburg
195	195	Mt. Pleasant	H. C. Frick Coke Co. Pittsburg
256	256	Oliphant	H. C. Frick Coke Co. Pittsburg
328	314	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburg
430	417	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburg
400	400	Phillips	H. C. Frick Coke Co. Pittsburg
443	400	Redstone	H. C. Frick Coke Co. Pittsburg
120	120	Shaw	H. C. Frick Coke Co. Pittsburg
448	448	Shaw	H. C. Frick Coke Co. Pittsburg
425	320	Southwest 1	H. C. Frick Coke Co. Pittsburg
150	121	Southwest 2	H. C. Frick Coke Co. Pittsburg
204	142	Southwest 3	H. C. Frick Coke Co. Pittsburg
501	537	Standard	H. C. Frick Coke Co. Pittsburg
110	110	Smet-Solvay	Dunbar Furnace Co. Dunbar
100	100	Stewart	Stewart Iron Co. Uniontown
464	448	Trotter	H. C. Frick Coke Co. Pittsburg
320	320	United	H. C. Frick Coke Co. Pittsburg
200	132	Valley	H. C. Frick Coke Co. Pittsburg
96	96	White	H. C. Frick Coke Co. Pittsburg
352	352	White	Hostetter-Cville Coke Co. Pittsburg
300	300	Wynn	H. C. Frick Coke Co. Pittsburg
500	460	Yorkrun	H. C. Frick Coke Co. Pittsburg
215	245	Youngstown	H. C. Frick Coke Co. Pittsburg
17,058	16,254		

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INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

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DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON KINGSTON

TEN PLANTS:

ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA

CONNELLSVILLE, PA.

PATRIOTISM AND SAFETY URGED AT RALLY AT TROTTER

Interesting Talks Made on Needs of Country in the Coke Region

More Than Hundred Plants Out Because of Lack of Coal.

NEW YORK, Jan. 15.—With more than 100 industrial plants in New York state already closed because of lack of fuel, hundreds of non-essential industries face a similar situation when the new system of enforced coal distribution became effective today whereby hospitals, home public utilities and food producers had the first call on the rapidly dwindling supply.

The coal delivered to New York city yesterday was only half of the daily amount needed. Of the 300,000 tons reported at or near terminals in New Jersey only 30,000 tons were distributed here.

Through Attorney John Dugan, Jr., Mine Inspector P. J. Walsh, of the Ninth Bituminous coal district, Tuesday a. m., presented a petition to court in Uniontown asking for the appointment of two capable men as assistant on the mine examining board to fill vacancies caused by the expiration of the terms of John J. Conway, of Dunbar township and J. W. Greaves, of Dunbar. The appointments will be made later.

DEFENSE AGENT SPEAKS

Uniontown Man Sent Out by County Branch of National Defense Organization; Decrease in Accidents Decried by the Mine Inspector.

Citizens of Trotter and that vicinity turned out in large numbers Thursday night for a safety meeting and patriotic rally held in the public school building under the direction of E. F. Hess, who has been acting superintendent in the absence from duty of Superintendent Benton Boyd. One hundred ten persons attended.

After the meeting had been called to order by Mine Foreman C. L. Burkey, a paper on accidents furnished by a general office of the H. C. Frick Coke company at Scottsdale, covering the previous month, was read and discussed by Mr. Hess. Discussion followed, with Superintendent Boyd and Mine Inspector J. E. Struble of Connellsville taking a leading part.

In his address Mr. Struble called attention to a decrease in the number of fatal accidents in 1917 as compared with 1916, there being 35 in the former year and 34 in the latter. Mr. Struble called on employers to improve every moment of their time, not only for self gain but as a duty to the country. Superintendent Boyd urged upon the

INDUSTRIES CLOSE

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TERMS EXPIRE

Mine Board Officials to Be Named by The Court.

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YOUGH PUMPS

Steam, Air and Electric Driven

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Exclusive Selling Agents for 3,500,000 Tons Annually

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THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building, Uniontown, Pa.

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6,000 Tons Daily Capacity. Individual Cars

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THE RAILROAD YARDS FOR PART OF THE WAR'S TRENCHES

What It Really Means to
Handle 100 Trains a Day
at Conway.

REQUIRES REAL GENIUS

Even When Conditions Are Favorable
Military Movement; a Giant's Task
Now Being Done, Shortage of New
and Power Farm Bad Combination.

A recent issue of the New York Tribune, Theodore M. Knapp, a special correspondent, gave his impressions of a visit to the Conway yard of the Pennsylvania Lines, which presents an illuminating insight into the conditions which have prevailed at the great freight discharging points. History follows:

I visited the front line trenches yesterday. The regiment of the military may not be actively in the trenches before the war.

The war is being just as bitterly and as vigorously fought now, to conquer transportation, as it will be when the casualties from the front begin to fill columns. The great army of internal transport, numbering probably more men than we shall ever send to France, 1,750,000.

The railway army, insufficiently equipped, inadequately financed, doing more and getting less while other industries do more and get much more, is, in the great yards, the mountainous problem that confronts it. The solution of the problem may be worked out with beautiful precision by the general operating committee, but it is here in the railway trenches that the hard work is done.

It is comparatively easy to press a button, call a stenographer and issue a bulletin. It is a different thing out on the line and in the great yards to interpret that bulletin, reconcile it with a hundred others, strive to observe the great fundamental law of success in freight handling—to keep the traffic moving uniformly—and control against a mass of prior orders issued from the maze of confusion that is in Washington, broken down by stress, now totaling the absurdity of absurdities of 84 per cent of the traffic ordered out first.

Now add a pinch of embargo orders issued by the railway executives themselves, orders that perforce delay priority orders, shoot ten thousand cars a day into the Conway yard—the great car clearing house between the east and the west—all the round-houses and repair shops with lame engines, blind the signal lights and smothered with fog and snow, fill up the sick list to overflowing, give the armistice an army of green, untrained and inexperienced employees, and tell him to handle 100 trains of freight a day or lose his job.

That is just a glimpse of war at the railway fronts. Interpret the yard master as a composite individual, multiplied by the wizards of car movements summoned from higher and send to work with him, picture him or them stalling on a bridge surveying 125 miles of track compressed into boundless of three miles by half a mile, with more trouble in the shape of war trains pouring into both ends to join the trouble already brewed.

In signal sirens blast the orders to end to end of the yards. Two engines steadily push the incoming train up the "humps" where they are "cut" according to the destination of the cars, and the latter roll down the other side of the hump to the great switching "ladder," where each car or group of cars is diverted to the particular track its classification calls for.

In the midst of the work in the darkness and storm of a blizzard night at the coal dock collapse, as it did the other night, making it impossible to coal the locomotives except by hand, and with men refusing or being unable to work in such weather. Imagine similar conditions over hundreds of miles of the critical zone of the war of the railways against freight, as was the actual case, and it is easy to understand why the General Operating Committee the next day sent a report to Washington that sounded like one of Kitchener's famous "I regret to report" dispatches from South Africa.

Yet it is a noteworthy fact that in no sense of the word has there been a breakdown of the great railway yards like Conway. No rush of traffic has been too great for them to assort; no weather conditions give them more than a temporary setback. Such yards, interchange and traffic yards, rather the loading and unloading terminals, are everywhere, generally speaking, ways ahead of the line. Out of 250 locomotives on the Pennsylvania lines West there was actually not a single ready engine in reserve at Conway today. Thirty or 40 of the toiling steam giants were being repaired or rebuilt, but there was not one engine ready for a new emergency.

There's the proof of the shortage of power. Working among these engines were fifty women, clad like men. There's the proof of the shortage of men.

Increase the number of locomotives very much, however, and to find abundant work for them you must have more cars. More cars and more engines mean more track. You can get more cars, engines nor track in a few days or a few months in these times. To meet the demands of next year and, perhaps, the year after, all must be made by government of railroads to provide them, but in the meantime, even after the railways have reached the ultimate point of efficiency with existing equipment, there is no escape from the ruthless abolition of non-essential traffic.

VERY LITTLE GAIN IN MILEAGE

Railroads Abandoned in 1917 But 20
Miles Less Than New Lines Built;
Equipment Orders Fall Off.

According to a compilation prepared by the Railway Age, new railroad mileage built in 1917 exceeded that abandoned by only 20 miles, the figures for the former being 962 and the latter 942.

Except for 1915, when the new mileage was 933, last year was the worst since the Civil war. The record new mileage in any one year is 6,000, in many years 5,000 has been exceeded, while since 1910 the yearly construction has been 4,122 in 1910, 3,068 in 1911, 3,997 in 1912, 3,071 in 1913, 1,532 in 1914, 933 in 1915, and 1,908 in 1916. Commenting on this state of affairs, the Age says:

"State commissions have in the past almost invariably refused to permit the abandonment and actual taking up of railroad mileage. It has been necessary to go to courts, but the courts have apparently definitely established the rule that owners of an unprofitable railroad may discontinue the operation of it and dispose of the rails, bridges, etc., as junk. The cause of this abandonment on a considerable scale, of railroad mileage is worthy of thoughtful study. There has been no lessening in the need for transportation, and yet after years of hanging on, in many cases, the owners of over 1,200 miles of railroad have decided to quit. The present high price of old rails, scrap iron, etc., is a contributing factor, but only in a superficial sense. The abandonment of railroads in the past year marks a very important stage in the economic development of the country."

In addition to the 962 miles of new main track constructed in 1917 there were 567 miles of second track, 36 miles of third and 28 of fourth. In Canada, 206 miles of line were built. A total of 2,893 miles of American roads were equipped with black signals in 1917, an increase of 700 over 1916. Of freight cars built in the United States in 1917, 119,363 were for domestic use, and a few over 30,000 for export. Only 31 of the 2,000 passenger cars built were exported, while locomotive production was 5,446, of which 2,585 were for domestic use.

Orders for cars and locomotives for domestic use in the last five years follow:

	Freight Cars	Passenger Cars	Locomotives
1917	119,363	31	5,446
1916	115,324	2,510	5,581
1915	109,732	3,101	1,613
1914	80,254	2,092	1,265
1913	114,732	3,179	3,467

COAL OUTSIDE OF UNITED STATES

Statistics Showing Production, Imports and Exports and Total Per Inhabitant.

A recent study of the research division of the Bureau of Foreign and Domestic Commerce brought together the production, imports and exports of coal of all countries other than the United States, the figures referring chiefly to the calendar year 1912. From the presentation the following items are taken, the figures all referring to gross tons:

United Kingdom: Production, 280,416,000 tons; imports, 200,000 tons; exports, 85,843,000 tons; supply, 174,782,000 tons; per capita, 3.83 tons.

France: Production, 39,745,000 tons; imports, 21,286,000 tons; exports, 2,407,000 tons; supply, 58,624,000 tons; per capita, 1.48 tons.

Belgium: Production, 22,603,000 tons; imports, 9,955,000 tons; exports, 7,194,000 tons; supply, 25,364,000 tons; per capita, 3.35 tons.

Italy: Production, none; imports, 9,856,000 tons; exports, 26,000 tons; supply, 9,870,000 tons; per capita, .38 tons.

Austro-Hungary: Production 16,812,000 tons; imports, 13,227,000 tons; exports, 1,251,000 tons; supply, 26,110,000 tons; per capita, .52 ton.

Germany: Production, 172,065,000 tons; imports, 11,347,000 tons; exports, 42,671,000 tons; supply, 140,741,000 tons; per capita, 2.12 tons.

No statement is made for the United States, but we estimate the figures roughly as follows, for 1917, the figures for foreign countries having been for 1912: Production, 550,000,000 gross tons; imports, 1,000,000 tons; exports, 26,500,000 tons; supply, 550,000,000 tons; per capita 5.5 tons.

W. T. HOBLITZELL DEAD

Well-Known Somerset Coal Man
Passes Away in Florida.

William T. Hoblitzell, died January 3, at St. Petersburg, Fla., where he and Mrs. Hoblitzell had gone for the winter. Mr. Hoblitzell had been in failing health for the past year. He was a very prominent citizen of Meyersdale, was associated with the Meyersdale Coal company, Atlantic Coal company, stockholder of the Sandusky Water company, a director of the Citizens National Bank, and a member of the Methodist Episcopal church. He was a son of the late J. J. Hoblitzell, founder of the Savage Fire Brick company, with plants located at Keystone Junction, Williams and Hyndman, and was also interested in coal and oil in Alabama and Indiana. Besides his widow he is survived by one daughter and two sons. He was born in Frothingham, Md., about 55 years ago, but came to Meyersdale in his youth when his parents located here. He was married to Miss Sue Black, daughter of the late Judge George Black of Meyersdale.

Mine Workers Convene.

INDIANAPOLIS, Ind., Jan. 15.—With addresses of welcome by officials of the city and state and the reading of a message from President Wilson, expressing his good will toward the coal diggers of the country, the biennial convention of the United Mine Workers of America opened here today. The delegates in attendance represent more than 400,000 organized men in the coal industry.

THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, January 12, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
40	Adah	Weston-Payette Coke Co.	Greensburg
400	Allora	W. Harry Brown	Alien, Pa. Co.
252	Allison No. 1	W. J. Rainey	New York
200	Allison No. 2	W. J. Rainey	New York
142	American No. 1	Reilly-Peabody Fuel Co.	Pittsburg
240	American No. 2	Reilly-Peabody Fuel Co.	Pittsburg
40	Anker	The W. H. Key & Feather C. Co.	Uniontown
42	Belleverton	Belleverton Coal & Coke Co.	Uniontown
257	Beaco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coal & Coke Co.	Smithfield
24	Burchinal	Smithfield Coal & Coke Co.	Smithfield
205	Century	Century Coke Co.	Brownsville
40	Champion	Champion Cville Coke Co.	Uniontown
110	Chickadee	United Cville Coke Co.	Pittsburg
226	Chickadee	United Cville Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
149	Edna	Watersburg Coke Co.	Uniontown
32	Emma	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
80	Fretts	South Fayette Coke Co.	Uniontown
110	Gardner	Actina-Connelville Coke Co.	Connelville
53	Genuine	Genuine Cville Coke Co.	Uniontown
200	Grimm No. 1	Bessemer Coke Co.	Pittsburg
200	Grimm No. 2	Hillman-Neff Coke Co.	Pittsburg
210	Hickory	Connelville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
50	Hill Top	E. Connelville Coke Co.	Connelville
154	Hoover	James H. Hoover	Uniontown
38	Hopewell	Hopewell Coke Co.	Uniontown
196	Hustead	Hustead-Semans C. & C. Co.	Uniontown
260	Isabella	Hick Coal & Coke Co.	Pittsburg
140	Katherine	Union Connelville Coke Co.	Uniontown
120	Lafayette	Actina-Connelville Coke Co.	Connelville
20	Leon	Franklin Coke Co.	Mt. Pleasant
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	Blair Coal & Coke Co.	Pittsburg
250	Low Erie	Cville Central Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
64	Marion	Southern Cville Coke Co.	Uniontown
152	Menallen	Menallen Coke Co.	Uniontown
300	Mr. Hope	Mt. Hope Coke Co.	Uniontown
60	Murphy	Richard Coal & Coke Co.	Connelville
100	Old Home	W. J. Parrish	Uniontown
480	Orient Coke	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Pittsburg
200	Poland	Poland Coal Co.	Uniontown
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
86	Rice	Rice Coal & Coke Co.	Connelville
365	Royal	W. J. Rainey	New York
20	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
378	Seagrath	Taylor Coal & Coke Co.	Uniontown
260	Shamrock	Fayette Coke Co.	Uniontown
60	Solon	Prospect Coal & Coke Co.	Uniontown
210	Sunshine No. 1	Consolidated Cville Coke Co.	Uniontown
50	Sunshine No. 2	Ladeno-Gilbert C. & C. Co.	Masontown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
394	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virgie	Byrne Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Wineland	Banning-Cville Coke Co.	Uniontown
50	Winmore	Wineland-Gilmore C. & C. Co.	Uniontown
36	Yukon	Whet Coke Co.	Uniontown

Ovens	In Works	Name of Operators	Address
FURNACE OVENS			
120	Atchison	Republic Iron & Steel Co.	Cant.
100	Bridgeport	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Pittsburg
425	Brier Hill	Brier Hill Coke Co.	Pittsburg
400	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
158	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
300	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
260	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
420	Eldorado	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Suethers Coal & Coke Co.	Tairbank
400	Fountain	H. C. Frick Coke Co.	Pittsburg
200	Glenora	McKeefer Coal Co.	Leontine, O.
200	Labelle	Labelle Coke Co.	Labelle
402	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Leckrone	H. C. Frick Coke Co.	Pittsburg
150	Martin	Republic Iron & Steel Co.	Youngstown, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
350	Ronoco	H. C. Frick Coke Co.	Pittsburg

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Bradoc Fire Brick for Mill, Glasshouse,
Rectangular, By-Product and Victor
Ree-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

A LABOR COUNCIL TO MOBILIZE THE MANY WORKERS

Will Act Under Secretary of
Labor Wilson on Problems
That Arise

ADJUST SUPPLY TO NEEDS

Will Be the Purpose of the Organ-
ization: Supply is Ample But Not
Properly Distributed; New Laws
to Meet Developing Conditions.

Secretary of Labor Wilson has announced that he will name within a few days an advisory council of six members to assist him in the solution of the chief labor problems of the war and in the shaping of definite policies to meet the war demands upon labor. Secretary Wilson declared this council will consider with him the various phases of the labor problems now prevalent and which may arise. Systematic mobilization of the labor supply for industries, the listing of available workers and the organization for placing them as well as the training of labor and its utilization with definite lines and become the fixed policy of the government.

"There is an ample supply of labor both for the army and for industry; the problem is one of proper adjustment," Secretary Wilson said in discussing the department's plans. He estimated that in the first year of the war the army would take only about 5 per cent of the country's workers, less than the number unemployed under normal conditions.

The council will be composed of one representative of the general public, two representatives of labor, two of industry and one economist.

The first step will be the Secretary of Labor stated, the division of the nation into zones or divisions, with representatives of the department in charge in each section. It is likely that several non-industrial states will be grouped in a single zone, while in-

dustrial sections, such as Pennsylvania and New England will constitute separate zones.

Legislation will be asked of Congress to meet conditions developed by the council, but the exact needs in this respect have not been developed.

Labor readjustment to meet the constant expansion of munition production is the chief problem to be encountered at the outset. Secretary Wilson, while conceding that the operation of the draft law is a factor in the labor problem, said that its importance has been overestimated. Much of the misapprehension over the effect of the draft on labor supply, he declared to be due to England's experience. "With about 20,000,000 workers in 'gainful trades,' England enrolled and sent to training camps about 25 per cent, and it was necessary later to return many men to essential industries.

"America's situation is very different," said Secretary Wilson. "Of course, the draft will interfere with industry to some extent, but we have 35,000,000 workers, of whom approximately 1,500,000 will be taken in the first year of the war, less than the normal number of unemployed. Our problem, then, is one of readjustment of supply to demand for workers in those trades which are expanding rapidly, such as shipbuilding and munitions factories.

"At present there is a shortage of labor in some trades and a surplus in others. It is our task to make the supply equal to the demand which will involve transportation of workmen voluntarily from one section to another, housing them in their new homes and training unskilled men when the skilled supply in any particular line of work is short."

According to Secretary Wilson's plans, the United States employment service will be used as the labor mobilization and distribution machine. Allowing for the turnover, the department estimates the re-organized and expanded Federal service must place between 3,000,000 and 4,000,000 workers in agricultural, shipbuilding, munitions making and other war industries this year.

Census of Freight Cars.
The Interstate Commerce Commission has directed the railroads to report before January 25 a return of all available as well as unavailable freight-loading equipment.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined
Pipe and Fittings

J. P. BRENNEN, President.
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ANDREW A. THOMPSON, Treasurer.
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500 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

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Thompson No. 1 400 Ovens,
Thompson No. 2 400 Ovens,
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:
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PITTSBURG OFFICE:
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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Furnace Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT De PUY, President.

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works—Low Poca No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

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THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.

Looking

Looking Backward.

 News of the Past—
 condensed from the Files of
 the Courier.

FRIDAY, JANUARY 13, 1911.
 New public school building o-
 pened. Estimated cost—\$250,000.
 Twenty-five miners take action
 for mine foreman's certificate.
 Dr. J. C. Singer wanted to fight
 with inflammatory rheumatism.
 John Sump died of pneumonia.
 The Convayville Electric Light
 Company costs 1 1/2-10000000000000
 hell weighing 301 1/2 pounds
 used on the bridge at Truxton.
 Supreme Organizer Osmond of
 Improved Order of Heptasophes
 46 charter members for proposed
 at this place.
 Joseph Tippman, the brewer

At a meeting of the Friendship company the following officers elected for the coming year: Pres. James H. White; secretary, Isaac Francis; treasurer, Thomas M. Felton; captain, Joseph B. Kennedy; first assistant, Anthony R. King; second assistant, Michael Barwell; third assistant, Isaac H. Francis.

Three Sunday schools elect during the week as follows: Presbyterian, James Paul, superintendent; Methodist, John H. Smith, superintendent; Baptist, John H. Smith, superintendent.

W. S. Hood, assistant; George F. secretary; Miss W. L. Noff, treasurer; Mrs. J. C. Smith, superintendent; J. C. Smith, assistant; J. L. Kurz, secretary; Mrs. N. H. H. Baptist, treasurer; J. C. Smith, superintendent; Alfred C. secretary; Miss Alice Davies, treasurer; George Butterman, librarian; Miss Morgan, organist; W. W. J. J. McGinnis, of Lower Township, buys the Matthew C. farm in one township for \$2,750, running more than half time and great many employees seek work where.

Mr. B. Evans moves into his new residence on Johnston ave.

Plans for a new Parochial school.

Review of the coke trade for the year 1937 shows the following: Total production, 1,046,000 tons of coke; total demand, 6,945,000; average price for year, \$1.65; gross revenue for year \$11,166,000. The Wabash reports for the week ending Saturday, January 2, 1938, showed 100,000 tons of coke in stock at the plant, 2,450,000 and the estimated decline 150,000 tons.

Charles Stewart shows and sells his goods at the Underhill.

Rev. John W. Stevenson, former minister of the Christian church, has three weeks from his home in Chicago, Ill., to return to his many being building a plant in avenue.

George Hishop suffers stroke of

Major John M. Bryant leaves store in Dunbar Police building.

Sudden rise of the Young river ice in mill dam and rough skating.

Major John M. Penny, of Pitts-
burg, Inspector; Colonel A. L.
Hicks of the Tenth Regiment, and
Lieutenant Colonel James E. Barnett
of the Tenth, and Captain George
Munson, commander.

Biggest social event of the week
the reunion of the Stillwagon fam-
ily at this place at Fritchard's hall.

Connellsville is without night
graph service, night operator at
Thore & Sons station, Stewart Lee
of Pittsburg is in charge.

Local, Munk and Miss Leavada

are married at Cumberland.
 He is a son of Treasurer S. T. Norl
 of the Knoxville, New Haven and
 Hartford, New York Railway Company
 year 1917 shows receipts were
 those of the previous year.
 Proposition of tin plate company
 enlarge its plant from four to eight
 acres vigorously opposed by ab
 Appellate Court, New York, in
 arouses interest of Connecticut
 officials.
 New England Methodist Epis
 copal church to the dedicated Sunday
 school.
 Book spreading for F. D. Ro
 bertson, Ex-Sheriff William H. F
 helin said also to be willing to
 the race, in the nominee of the F
 erate party.

WEDNESDAY, JANUARY 25, 1917
 Review of the coke trade for
 week ending January 11 showed a
 net of 11,175 tons in blast, 22,049

and production of 142,348 tons.
Col. E. F. Acheson introduces
Congress a bill for \$50,000 for a
tunnel to Col. William F. Crawford.
Clark Collins, Jr., son of Post-
er Clark Collins, loses left leg
train accident.
Miss Mary Brown celebrates
birthday anniversary at her home
the home of Harry M. McDonald.
Dawson is damaged by fire.
National Glass Brick Company
pertinenting with its product at
ter.
Paul Bowser, 14 year old son of
ry Bowser of near Albion shouts

constantly kills a new burglar a home. Identified as Noah Ross, criminal record.

James Layburn, 55 former resident of New Haven died at 4 v. a. n. r.

Ordinance passed providing for issue of \$25,000 for street improvements in New Haven.

Cyrus Richard of Connellville is Warmist hotel building, Scituate, building to be occupied by James A. Connellville who will make application for license at the coming session of court.

Greenhouse and stable of Frank H. New Haven, destroyed by fire, Sunday.

Word received that Lind H. Fitzmaurice, formerly of Connellville is in jail at the city of Montreal, on charges of growing out of Billingsham baker who was leading him, a cane.

Miss Daisy Harbord of South U.
township has record of missing bul-
dog from school in nine at one-
year.

Clang of counterfeiter's bells. K.
dyke calls reunion with spurs' toll.

Miss Pearl Green and E. Clade Jr.
are married.

Mrs. Clyde Smith of Star and
dies of burns received when hot
catches her before grate.

Miss Cecelia Criss and Mye-Poo
of Mount Pleasant are married.

The Vulnerable Point.
Baltimore Star.

The Least of Baker's Trouble
Pittsburgh Gazette Times.
Secretary Baker points with pride the fact that but for those epidemic entertainments army health would have been better. If the Kaiser only kept the peace!

CONNELLSVILLE REGION IS GRIPPED BY SEVEREST GALE OF MOST UNUSUAL WINTER

Drizzling, Freezing Rain Renders Streets Dangerous to Pedestrians.

ACCIDENTS ARE NUMEROUS

Alderman W. D. Colborn Suffers Fracture of Leg; Heavy Damage to Roofs in All Parts of City; Windows Are Broken and Vehicles Overturned.

Connellsville and vicinity were rocked Friday night by one of the hardest wind storms that has struck the region this winter. The mountain gale blew most of the night and although no heavy property damage has been reported there were many windows blown out and roofs damaged. The icy sidewalks Friday night made walking difficult and many pedestrians were hurt as the result of falls.

One of the most seriously injured persons was Alderman W. D. Colborn, who suffered a fracture of his left leg when he fell in front of the Title & Trust building about 9 o'clock Friday night. The alderman caught his foot on the iron grating which forms part of the sidewalk of the Title & Trust building, and in the fall broke the bone between the ankle and knee. He was picked up by the corner policeman and a pedestrian who assisted him to his home on Carnegie avenue, a short distance from the corner.

A. H. Hechler, who rooms at the Macabee building, suffered an injury to the head when he fell on North Pittsburgh street, near Apple street. He was taken to the office of Dr. H. J. Coll, where two stitches were required to close the wound. His jaw also received a severe laceration.

Mrs. Ralph M. Cuthbertson received a bad fall on North Pittsburgh street in front of the New York studio. At that place the wind and rain had caused a glare of smooth ice to form, making walking exceedingly dangerous. Mrs. Cuthbertson struck her head on the pavement, and was slightly stunned. A heavy fur coat she was wearing and her hat probably saved her from more serious injury. She was assisted to the 12 Dunn store.

A woman whose name could not be learned received a nasty cut on the face when she was blown into a telephone pole on W. Crawford avenue. The wind struck her with such force that she could not keep from running into the pole. The force of the collision caused much pain and inflicted a cut just below the eye. Later in the evening a man received the same injury in identical manner. The wind blew him against the pole and his face was slightly lacerated.

A Ford automobile, running west on South Pittsburgh street, attempted to turn into Fairview avenue. The force of the wind, aided by the slippery street, swung the car around and pushed it a short distance down Pittsburgh street backwards.

Roofing was torn off and windows blown out all over the city. Many business men discovered broken panes when they opened Saturday a. m. and private residences did not escape. A tin roof was torn off a building in the north end of the city and the roofing was scattered all over North Pittsburgh street. The tin roof of the Pennsylvania railroad station this morning. A tin roof gutter from off a porch was found lying on the Young bridge this morning. It is a puzzle how it got there.

Telephone wires were down and the Gamewell fire alarm system was hampered. The Tri-State Telephone company could not get a line through to Uniontown Friday a. m., and many phones in the city were out of order today. Linemen are busy repairing lines today. The street lights in the city were out, the whole city being in darkness. West Penn street cars were held up some.

Streets in all parts of the city were filled with debris. Many branches were broken from trees. The fire department received a call to Heas avenue about 9 o'clock Friday night. The blaze was caused by an overheated furnace in the home of Abe Daniels, but had gained no headway when the department arrived. It was a bad night for a fire and had the flames succeeded in getting out of control the wind might have caused it to spread.

A truck of the Tri-State Candy company was overturned when it skidded at the corner of Peach and Pittsburgh streets. Several men righted it. The truck was not damaged. Another Ford truck attempting to go up Fayette street hill got stalled on the corner above Cottage avenue. The driver managed to get the car turned around but had to narrow escapes from turning over while coming down.

There were some humorous incidents connected with the high wind. Persons going to and from their homes would get "stuck" on a corner, unable to "buck" into the hard wind. It was necessary for some to stand in the lee of a building until the wind dropped and then make a run for the other corner before it gathered its force again.

Wind completely destroyed the porch on a new apartment house recently erected on Pittsburgh street, South Connellsville, by Squire T. C. Phelan. The debris was blown across the street and blocked the entrance to the Gibson high school.

Railroad operations were practically suspended in the Baltimore & Ohio yards. No cars were weighed after 8 o'clock Friday night and a train laid in the yards from that time until 3 o'clock Saturday a. m. Waiting on a brakeman. Call boys were unable to get about and one of them was hit for several hours. When located he claimed that he had been blown into a tree front and could not get out.

out. Brakemen were pressed into service as callboys Saturday. Hundreds of windows were blown out by the storm at the roundhouse and shops.

ATTENDANCE GOOD

Institute Sessions Draw All City Teachers; Closed Saturday.

The second day of the city teachers' institute opened Saturday a. m. with practically all the teachers in the city in attendance. Yesterday's program was carried out successfully and attendance at both sessions was good.

An address Saturday a. m. was made by Dr. Jesse H. White, of the University of Pittsburgh. Later on in the morning departmental work was taken up. Dr. White speaking to high school teachers and Miss Van Stone Harris, supervisor of primary schools in Pittsburgh, addressing the teachers of Nos. 1, 2 and 3 on "The Beginning of Things". The devotional exercises were conducted by Rev. G. W. Buckner and solos were sung by Miss Elizabeth Mae Brown.

Saturday afternoon Dr. Nathan C. Schaeffer, State superintendent of Public Instruction, Harrisburg, addressed the institute and both Miss Harris and Dr. White spoke to the teachers. The next two days of instruction will be held on February 22 and 23rd.

COUNTY EXPENSES

Were \$238,087.53 in 1917, a Decrease of \$238,812.07 from Year 1916.

The annual report of County Controller Harrison shows that the total expenditures of the county during the year 1917 were \$238,087.53, a decrease of \$238,812.07 from the year preceding. The receipts of the year, exclusive of the balance from 1916, were \$795,211.11. The balance to the credit of the county on December 31, was \$238,359.18.

The largest items of expenditure during the year were: Western Penitentiary, \$11,797.02; Morganza Reform School, \$10,656.65; Work House, \$6,195.57; Dismal Insane Asylum, \$6,233.12; Huntingdon Reformatory, \$3,398.90; Somerset County Home, \$2,985.37; Wernersville Asylum for Insane, \$2,516.78.

The maintenance of the County Home cost \$51,000.00, as compared with \$87,184.43 in 1916.

RED CROSS MOVES

Headquarters Transferred From Federal Building to Old High School.

The Red Cross headquarters were changed from the Federal building to the old high school Saturday a. m. Boy Scouts assisting in transferring the bulky articles. The first work in the new quarters was done this afternoon.

The second floor of the building has been turned over to the Red Cross workers and it has been divided off into sections for women who are working in the different departments. A section of the basement will be used as a storeroom and shipping room. It is expected that with the larger working quarters, that more women will turn out and as the demand for material and goods needed by the Red Cross organizations in the field is growing every day, more work will have to be turned out.

HOOVERIZED MENU

Christian Endeavor to Follow Advice of Food Administration.

The second annual banquet of the Fayette county Christian Endeavor Union will be held Friday evening, January 25, in the Third Presbyterian church, Uniontown. The banquet is for the workers in this county. Floyd M. Seaman has been named chairman of arrangements. A Hooverized menu, in keeping with the national food conservation aim, will be served.

A feature of the evening will be a balopation which will throw on a screen interesting slides portraying the work of the Endeavor Union in Pennsylvania. Among the speakers are Rev. G. W. Buckner, pastor of the Christian church here, and State Field Secretary H. B. Macorby. The Endeavor workers from all over the county have been invited.

CAN'T REACH LATROBE

High School Basketball Team Held Up by Transportation Delays.

The high school basketball team did not open its season with the Latrobe high school team Friday night as had been scheduled, the weather preventing the local boys from reaching that place. The team intended leaving here on the 5:35 o'clock Pennsylvania train but it was marked up an hour late.

The team took a street car and was held up a while in Sordville, finally reaching Mount Pleasant about 9 o'clock. Knowing that they could not get to Latrobe in time to play a game, the boys caught a return car and finally landed here about 11 o'clock. The opening game will now be played with the Dunn at low ship high school here next Friday evening.

Return to Camp. Sergeants W. E. Bisset and Patrick Cunningham, both of this place, Corporal James LaPorte of Adelaide, and William Jacobs of Liberty, who were home on furlough, left Friday a. m. for Camp Lee, Petersburg, Va.

Must Not Raise Price of Eggs. The Food Administration has served notice on wholesale egg dealers that there must be no increase in the price of eggs over the average price during the first five days of January.

DR. BAILEY RECEIVES COMMISSION; THIRD OF FAMILY IN SERVICE

Well-Known Specialist Will Leave Tomorrow for Fort Oglethorpe to Enter Training.

The commissioning of Dr. William J. Bailey, well-known Connellsville specialist in diseases of the eye, nose and throat, a first lieutenant, announced Monday, places three physician members of the family in medical branch of the military service of the country. Dr. Bailey left Tuesday for Fort Oglethorpe to enter training. His commission came last week Monday evening. Dr. Bailey entertained the members of the Young Medical Social club at his home in Isabella Road in honor of his brother, Dr. Cameron V. Bailey, of New York, who has been commissioned a captain and Major R. S. McKee, who is home from Camp Hancock on a furlough.

Captain Cameron V. Bailey was a practicing physician in New York. He has been in Connellsville since the latter part of December on a visit with his brother. He will leave tomorrow to enter the Canadian service at Toronto.

The third member of the family in the service is Dr. L. J. C. Bailey, of Greensburg. He trained at Fort Benjamin Harrison, was commissioned a major and has now been assigned to Fort Riley, Kan., for which place he leaves this week.

CHURCHES HARD HIT

Cold Interferes With Services in Several of Them.

Cold weather put the heating system at the United Brethren church out of commission Saturday night and it was necessary to abandon all services yesterday and the lecture this evening by Bishop William M. Bell, of Washington, D. C., who also was to have addressed the congregation Sunday morning and evening. Failure to shut off the water and shortage of coal resulted in the system freezing. Bishop Bell arrived in the city Saturday evening and spent Sunday with the pastor of the church, Rev. J. S. Showers, keeping strictly indoors while the wintry blast swept the city. He returned to Washington last night and will deliver his lecture at another time, when tickets sold for the event will be honored.

Induced with a desire to save coal as directed by the first administration, Rev. G. L. Richardson has closed the revival in the Methodist Episcopal church. "We have been burning a lot of coal and have been unable to get results from it," he said. One of the furnaces has given out and the other has not the required capacity for making the church comfortable. It was stated.

On account of delay in completion of repairs to the heating system in the Trinity reformed church services were held Sunday morning at the parsonage, the home of the Rev. C. E. Wagner, in East Green street. Sunday school and church were combined and the regular preaching service was curtailed. The church will be ready next Sunday, it was announced.

DIRECTOR RISBECK

Is Warmly Received When He Devises Address at Camp Hancock.

John H. Risbeck, formerly of Connellsville, but now national director of the Loyal Order of Moose, with headquarters in Pittsburg, was given a very hearty reception by the members of the 10th, now the 110th regiment, at Camp Hancock upon the occasion of his visit to the camp a few days ago. He is making an automobile trip to the various cantonment preparatory to joining his family at his winter home at Lakeland, Fla.

When he reached Camp Hancock a meeting of the soldiers who are members of the Moose and their friends was arranged by Major Joseph H. Thompson, commanding the battalion to which Company D is attached. This building, which has a seating capacity of 1,500, was crowded. The chief speakers who were Director Risbeck and Chaplain Schall, of the 110th regiment, received quite an ovation.

DECISION ATTACKED

Local Alderman Without Jurisdiction It Is Alleged.

A. B. Morcor of Pittsburg, is plaintiff and Joseph Hochhopper, Jr., and L. E. Ginsberg, of Connellsville, are defendants in an injunction proceeding instituted Monday afternoon. The matter was presented in Uniontown.

The bill for injunction sets forth that the plaintiff, as trustee, is the owner of a farm of 204 acres in German township along Middle run on which are erected two tenant houses and other buildings. Hochhopper, one of the defendants, owns a tract of land on the opposite side of the stream and that he has instituted landlord and tenant proceedings under the Act of 1905, to dispossess Lewis Melrose, a tenant of plaintiff. The action was brought before Alderman Munk of Connellsville, and it is alleged that although the question of title was raised, the alderman assumed jurisdiction and gave judgment.

NEVER AARON HOME

Furniture Man Had Stronous Experience in Storm Center.

Meyer Aaron arrived home Sunday evening from a furniture buying trip to Grand Rapids, Mich., just escaping being held up by blizzard which has been sweeping the middle west. At one place their train stalled in the snow and the combined efforts of four additional engines failed to get it out. Finally laborers with shovel were put to work. Even after that the train did not start until 2 a. m. The Meyer Aaron train traveled on the last one out of the storm-ridden section.

SWEATERS AND SOCKS.

Greatly Needed by Red Cross, Leaders Told.

Word has been received by the Connellsville Red Cross from Red Cross headquarters to continue knitting the trench caps, as they are issued to the soldiers by the government. Sweaters and socks are especially needed. That the art of knitting socks has been revived in Connellsville is shown by the fact that 200 pairs have already been shipped from here to headquarters.

OLD FOURTH STREET SCHOOL IS SOLD FOR AN OFFICE BUILDING

School Board Receives \$5,000 For Abandoned Structure on the West Side.

At a special meeting of the Connellsville school board held Monday afternoon the old Fourth ward school, located when the Crawford school on the West Side was completed, was sold to the Connellsville Machine & Mill Co. Supply Company. The consideration was \$5,000. The building will be used as offices by the manufacturing company. There was no other bidder.

The structure is adjacent to the plant of the manufacturing company and the location makes it valuable for office use. It will never be needed again for school purposes. The Greenwood building will not be sold but will be held in reserve for use in case the West Side grows to such an extent that the present school is crowded.

There are four large rooms in the Greenwood school all idle. One reason for sending all the pupils to the Crawford school is conservation of fuel. There is plenty of room in the new building and it is necessary to fire only one furnace. As soon as the Crawford school is so congested that it will be necessary to open one room in Greenwood all pupils in that section will go there, relieving the Crawford school of many children.

The Fourth street school is almost considered a landmark on the West Side. It was built in the early all-day when the small one-story building formerly located on Third street, overcrowded. All New Haven students went there and many thousands of persons can recall their experiences in that school during their youth.

WIND SHIFTS AND FUMES CAUSE DEATH OF DUNBAR WORKMAN

Draft Carries Poisonous Gases to His Unprotected Head at Glass Furnaces.

While asleep in front of one of the glass furnaces at the plant of the American Manganese company at Dunbar Sunday night, F. G. Snyder, over 50 years old, inhaled the deadly gaseous fumes, drawn off by the furnace, until his death resulted. Mr. Snyder laid down in front of the furnace for a nap until called again for duty. While sleeping the wind shifted and the gaseous fumes were blown in his direction. When called about an hour later for duty he failed to respond. Investigation led to the finding of his body about 11 o'clock Sunday night.

WITHOUT WATER SUPPLY

East Park Section of City Has Been Cut Off Entirely Since Saturday.

Residents in the East Park addition, because of the very much congested water supply, in this section of the city there has been no water available since Saturday evening and great inconvenience has resulted. At points having so low elevation as Blackstone avenue the supply lasted somewhat longer but even here householders are now unable to secure sufficient for daily needs.

Similar conditions exist on the Pinnacle and northward along Crawford avenue to the city line. This proves to the satisfaction of water patrons in these sections that the reserve supply which is presumed to be maintained in the McCoy reservoir at all times is very much depleted, otherwise there would be water available to users in East Park and at other points having a lower elevation than the reservoir.

In case of fire in any part of these sections now without an adequate supply of water the consequences would be most disastrous as no means except the chemical equipment of the fire department would be at hand to fight a fire. It is a realization of this condition that is causing alarm among the residents of the unprotected sections. Many are of the opinion that something should be done, and done promptly, to provide them with water for domestic uses as well as to guard against fire.

STORK LOSES HERE

Franklin Township Had 19 More Deaths Than Births Last Year.

There were more deaths than births in Franklin township during 1917, according to the report of the registrar of vital statistics, A. S. Plunkerton of Uniontown. His report shows 47 deaths and 28 births. Franklin township is a part of the Uniontown district. Uniontown proper had a record of 223 births and 389 deaths. Other subdivisions of the district reported as follows: North Union township, 434 births and 185 deaths; South Union township, 272 births and 143 deaths; Menallen township, 199 births and 106 deaths. Total for the district was 1,377 births and 527 deaths.

Licenses to Wed. John E. Younkin of Morganstown, and Eleonora Shetley of Connellsville, Addison Shumate and Edna McGraw of Connellsville, and Benjamin H. Cope and Pearl J. Reese of Mount Pleasant, were granted licenses to wed in Uniontown.

FORMER LOCAL MAN AND BRIDE SUCCUMB TO POISONOUS GAS

Had Been Married Only Three Days Report From Dennison, Ohio.

Mr. and Mrs. Adam Shumate, a bride and bridegroom of only three days, were found dead in their bed in the Clyde Hotel, Dennison, O., Monday afternoon. It is supposed that they died some time Sunday night from asphyxiation by gas, that the fire in the store had gone out because of low pressure and the light left blown out by the heavy wind.

Mr. Shumate, whose home is said to be in Connellsville, was married last Thursday in Uniontown to Miss Edna McGraw of Uniontown. Following their marriage they left on a short honeymoon trip going to Dennison, O., as Shumate could go to work on the Panhandle railroad. The absence of the couple from the dining room of the hotel all day Sunday and yesterday morning aroused the suspicion of the hotel attaches. On investigation Mr. and Mrs. Shumate were found to have been overcome by gas. Physicians asserted that the couple had been dead since Sunday night.

A. H. Shumate was formerly employed by the Baltimore & Ohio road here as a brakeman, leaving the service of the company about a month ago.

"O ER THERE" JAN. 22

Great Motion Picture Is for Soldier-Sailor Benefit Fund.

Tuesday, January 22 is the date set for the presentation of "Over There," at the Paramount for the benefit of the Navy League. All expenses in connection with the picture are being defrayed by Edwin S. Porter a former well known Connellsville resident, and for whom the local navy league is named. Manager C. A. Wagner is donating the use of the theater.

"Over There" is a very late production, having not as yet been released. It is a big patriotic drama with a real purpose, happily free of mark-shooting and with an appeal to the thinking man and woman. "Over There" is notable for its scenes, which take rank with the very best produced outside of the actual fighting lines. The battle scenes in this picture are unusually extensive the construction of the trench system being very costly. These trenches were constructed under the supervision of Lieutenant W. A. O'Hara of the 24th Battalion Canadian Expeditionary force.

The cast includes Charles Richman and Anna Q. Nilsson, as stars supported by Gertrude Berkeley, who won renown as the mother in "War Brides," and Walter Hiers, who has played the role of the jolly fat friend to so many heroes and heroines of screenland.

REV. ALLISON RESIGNS

Quits Waynesburg Charge as Close of a Four Year Pastorate.

Rev. J. P. Allison, pastor of the First Christian church of Waynesburg, preached his farewell sermon to that congregation Sunday. He tendered his resignation recently without announcing his future plans other than that he will assist in a series of evangelistic meetings at Mountville, W. Va., beginning January 29.

Rev. Allison has served the Waynesburg congregation four years, resigning his pastorate of the Connellsville Christian church to accept the Waynesburg call. During his ministry in the latter place 170 persons were added to the church membership and a debt of long standing cleared up and a balance left in the various church treasuries.

ALIENS TO BE DISCHARGED

Subjects of Switzerland To Be Released From Military Duty.

As the result of agreements reached with the diplomatic representatives of Switzerland it is announced in Washington that citizens or subjects of that country who have been drafted into the National Army, will be freed of their liability for military service, regard as to whether they have taken out Swiss papers for American citizenship or not.

To secure discharge the alien must make formal application. Without it silence will be taken as an indication of his willingness to serve. Similar arrangements may be made with other neutral countries in which case the War Department will cooperate in securing quick discharge of aliens entitled to release.

The Grim Reaper

MRS. EMMA VANCE.

Mrs. Frances Emma Vance, 73 years old, one of the best known residents of Connellsville, died Sunday afternoon at 1:30 o'clock at her home No. 215 West Green street. Her death was not unexpected. Mrs. Vance had been failing in health for the past year and was confined for the past three weeks to her bed. Her death, which was caused by arterio sclerosis, occurred about 2 o'clock from the family residence with Mrs. G. L. C. Richardson, pastor of the First Methodist Episcopal church officiating. Interment in Chestnut Hill cemetery. Mrs. Vance was born on Van Arret, old First ward, Pittsburg, in 1845, a daughter of the late John and Mary Hobson Inghram. She was married in Allegheny November 3, 1859 to George W. Vance. Following their marriage Mr. and Mrs. Vance came to Connellsville to reside. The death of Mrs. Vance occurred about 19 years ago. With the exception of three years Mrs. Vance spent all her married life in Connellsville. With her daughter, the late Miss Clara Vance, she was in the millinery business in Connellsville for 35 years, being located for a number of years in

where the Marietta apartments, North Pittsburgh street, are now located. Later Mrs. Vance moved her millinery store to West Apple street. She continued in business there until about 10 years ago when she disposed of her store to Miss Flora McFarland. Deceased was a life long member of the First Methodist Episcopal church, being a member of the Ladies Aid Society, the Woman's Home Missionary Society and the Ladies Bible class, at one time being treasurer of the latter class. Mrs. Vance was the mother of eight children, the following of whom survive: Mrs. James Frew, Charleroi; Miss Elizabeth Vance, at home; Ingham Vance, Connellsville; Mrs. Joseph E. Grey, Pittsburg, and G. L. Vance of Washington, D. C.

One brother, John B. Ingham, of Pittsburg; three sisters, Mrs. Norman Hobson and Miss Florence Ingham of West Union, Ia.; and Mrs. Harry Neuf of Pittsburg, and 11 grandchildren also survive. Mrs. Vance had a wide circle of friends by whom she was held in high esteem.

GEORGE C. PROTZMAN.

Two funeral services of George C. Protzman, who was killed at a grade crossing in Canton, O., last Tuesday, were held at the home of his mother, Mrs. Maria G. Protzman, at Gans station, Saturday afternoon. Rev. Floyd Goodnight, pastor of the Central Christian church, Uniontown, officiating. A large number of persons were in attendance including friends from Connellsville, Mount Pleasant, Uniontown and the neighborhood of the young man's boyhood home. The floral offerings were numerous, those from the Sunday school of the First Christian church of Canton, the Odd Fellows and Knights of Pythias lodges, and the deceased's employers, being very handsome. Prior to the departure of the remains from Canton services were held in Rev. P. H. Welsher's church. Mr. Protzman had been a member of the church during his residence in Canton and at the time of his death was librarian of the Sunday school, which is among the largest in the United States. At the service on Saturday a Mr. Miller who together with Henry J. Protzman, had accompanied the remains to Gans station, delivered a message which had been sent by the Canton church and Sunday school. He spoke feelingly of the esteem and regard in which the deceased had been held by his fellow workers and paid a high tribute to his faithfulness.

HENRY W. BARTFELT. Henry W. Bartfelt, veteran of the Civil War, died Monday at his home at the Hiller Plan, Brownsville, following a lingering illness.

DEATH TAYLOR.

Following lingering illness Dearth Taylor, 25 years old, son of Mr. and Mrs. John Taylor, of West Brownsville, died Sunday evening at his home.

BETTY RANDOLPH.

Beuty Randolph, nine months old, daughter of Mr. and Mrs. J. M. Randolph of near Uniontown, died Monday afternoon following an illness of pneumonia. Betty is the last of the triplets born April 11, 1917.

JAMES WILLIAMS.

James Williams, 75 years old, died Sunday evening at his home in Uniontown, of heart trouble.

FRANK GRIMES.

Frank Grimes, died Monday p. m. in the Uniontown hospital of a broken back suffered January 8, in the Philadelphia mines. The interment will be made at Percy.

ELMER F. MINER.

Elmer F. Miner, 31 years old, died at the home of his father, Silas Miner, near the Washington school house on the Swangertown road, following a lingering illness. The funeral was Tuesday afternoon at 2 o'clock from the Miner residence. Rev. M. B. McLaughlin, of the South Connellsville Evangelical church officiating. Deceased was born in Connellsville, April 18, 1886, a son of Silas and Rachel Prechtel Miner.

MRS. MARY A. MILLIRON.

Mrs. Mary A. Milliron, 72 years old, died Sunday at the home of her daughter, Mrs. T. M. Mangus at Youngwood, the former home of the deceased. Tuesday. Interment at Youngwood. Deceased in addition to one daughter, is survived by a son, Ora Milliron, of Johnsonburg, two brothers, Adam Ruff, of Westmoreland county, and Eli Ruff, of Madway, Mo., and one sister residing in Illinois.

MRS. SARAH WALTERS.

Mrs. Sarah Van Kirk Walters, wife of Squire W. J. Walters of Waltersburg, died Saturday morning of heart trouble.

EDWARD L. FAZENBARKER.

Edward L. Fazenbarker, 81 years old, died Saturday morning at his home on the Fort Necessity Farm, following five weeks' illness of erysipelas. The deceased was a veteran of the Civil War, a member of Company E, 68th Pennsylvania Volunteers. He was born in West Virginia, coming to Fayette county 55 years ago as caretaker of the historic grounds so often used by George Washington.

MILTON SHOW.

Slow, one of the most widely known farmers in this section, residing near town, in Addison township, died yesterday after a several weeks' illness of a complication of diseases, aged 76 years two months and four days. He was one of the pioneers of this section, a member of one of the oldest families in this country. He was a life-long member of the Methodist Episcopal church and was a licensed local preacher in that church. He was twice married. His first wife was, Miss Caroline Woodmeyer, who died a number of years ago. To this union a number of children were born: Jacob of Harrodsburg; Dawson, of Swissvale; Joseph and Mansfield, of

Morgantown, W. Va.; William of this place, and Mrs. Ella Zuffall of Connellsville and Mrs. Lloyd Fisher of near Connellsville. His second wife was Miss Alma Parnell, whom he married a few years ago. To this union were born three children, all at home. He was an upright, consistent Christian, a good neighbor and father. He is also survived by two brothers, Jed and Henry Clay Show, of this place, and one sister, Mrs. Henry Royer of Colorado. The funeral will be held in the Methodist Episcopal church Sunday at 12 o'clock, in charge of his pastor, Rev. W. M. Bracken. Interment will be in the Johnson Chapel cemetery.

MRS. A. G. SMART.

Mrs. A. G. Smart, a former resident of Ronco, died Friday at the home of D. S. Forsythe in Wilkingsburg, where Mr. and Mrs. Smart had resided for several months. While engaged in Sunday school work Mrs. Smart fell down the steps in an apartment house five weeks ago, suffering a broken back. Funeral Sunday afternoon at 2 o'clock from the Rose avenue Methodist Episcopal church, Wilkingsburg. Immediately following the services the body will be taken to St. Johns, New Brunswick, Canada, for interment. While a resident at Ronco, Mrs. Smart was actively engaged in Sunday school work.

MRS. ANNA SISLEY.

Following a few days' illness of paralysis, Mrs. Anna Sisley, 68 years old, wife of Samuel Sisley, died Friday morning at her home at Vutona. Funeral Sunday afternoon at 2 o'clock from the Methodist Episcopal church at Perryopolis. Mrs. Sisley is survived by her husband, one daughter, Mrs. Clyde Thorpe of Perryopolis, and the following sons: Oliver H. of Hazletwood; Alvin H. of Perryopolis; Harry H. of Labell; Bert, of New Castle; Roswell, Raymond and Gilbert of Victoria; and Wilbur of Brownsville.

DANIEL WHALEN.

Following a brief illness of pneumonia, Daniel Whalen, 27 years old, one of the best known young men of Leisenering No. 1, died Thursday a. m. at 7:15 o'clock. He was taken ill on last Saturday night. Deceased was a son of Mr. and Mrs. John Whalen and was employed by the H. C. Frick Coke company. He was unmarried, residing with his parents. In addition to his parents he is survived by two sisters, Mrs. Charles Hagerter of Rochester, Pa.; Mrs. Earl White of Connellsville and two brothers, Thomas Whalen of Crumble, and John Whalen of Leisenering No. 3.

MISS LUCIE TODD.

Miss Lucie Todd, of Brownsville, died Wednesday afternoon at 5 o'clock in the West Penn hospital, Pittsburg, following an illness of complication of diseases. Deceased was 35 years old, a daughter of the late Ewing and Margaret Claybaugh Todd. With her sister she was engaged in the millinery business in Brownsville for a number of years.

MRS. SARAH KNOX MILLER.

Mrs. Sarah Knox Miller of Brownsville, formerly of Connellsville, died Thursday morning at 6:30 o'clock at the home of her grandson, J. S. M. Phillips at Liberty, near Pittsburg, following an illness of pneumonia. Funeral Saturday morning at 11:30 o'clock from the home of Miss Margaret Knox in Front street, Brownsville. Rev. A. E. Husted, pastor of the First Methodist Episcopal church of Brownsville, will officiate. Interment in the Brownsville cemetery. Mrs. Miller was born in Connellsville January 17, 1830, a daughter of David S. Knox, and the eldest of 12 children. Her father moved to Brownsville when she was a child. He was connected with Monongahela National Bank of Brownsville as cashier for over 20 years. Mrs. Miller resided in Brownsville and was visiting at the residence of her grandson at the time of her death. She is survived by a son, Dr. Knox Miller of Pittsburg; and a

AUDITOR FILES IN COURT REPORT IN THE SMITH ESTATE

Huge Sum To Be Allowed Post-humous Son of Titanic Victim.

DECISION IS WITH JUDGE

Fayette Jurist Will Tomorrow Pass Upon Distribution of Total of Nearly \$200,000, of Which \$50,000 Is for Son of Titanic Victim.

An estate of \$172,287.74 is to be turned over to James A. Hughes, of Huntington, W. Va., administrator of Lucian P. Smith, deceased, Titanic victim and son of Mrs. Annie H. Smith, if the report of J. S. Christy, auditor of Mrs. Smith's estate is accepted by Judge J. C. Work when it is presented in Orphans' court Tuesday, and if no exceptions are filed before then.

The marriage of Miss Elsie Hughes, daughter of Congressman James A. Hughes of Huntington, W. Va., and Washington, D. C., and Lucian P. Smith of Uniontown and Morgantown, was an event of the early year of 1912.

Immediately after the wedding the bride and groom went on an extended trip through the Orient and then sailed in London to return on the ill-fated Titanic which was making its maiden voyage to New York. Smith went down with the ship. His bride was rescued by a passenger, Robert Daniels. The following November Lucian P. Smith was born and died at the summer of 1915. His widow married the man whose kindly care had saved her life and that of her unborn babe.

Later an attempt was made through the local courts to secure for the baby boy a share of the estate which had been enjoyed by his father and this was contested on the grounds that under the will of James Cochran, father of Mrs. Annie H. Smith, no interest in the latter's estate was vested in her children during her lifetime. It was to settle this that Judge Work appointed Attorney J. S. Christy auditor and it is his report which will be presented Tuesday.

In accordance with the findings of fact and the conclusions of law in Mr. Christy's report, the Fidelity Title & Trust Company, trustees of the estate of Mrs. Smith, and accountant under the will of James Cochran, is directed to make distribution of the income of Mrs. Smith's principal, which is given in the schedule of distribution as amounting to \$172,287.74. This sum, according to the report, is to remain in the accountants' hands to be administered in accordance with the terms of the testator and, finally, distributed in accordance with the terms of the auditor's report.

The account shows that a total income of \$494,449.22 less money expended for the care of Mrs. Smith from August 19, 1906 to May 5, 1915 and interest computed on these payments to January 1, 1918, which amount to \$23,724.28 and expenses in connection with the commissions, attorney and auditor's fees and Orphans' court costs, amounting to \$25,823.35, leaves a balance of \$440,701.59 for distribution.

In the expenses is an allowance to the Fidelity Title & Trust company, for commissions at 3 per cent of \$14,235.56; to Chantler, McElmire & Alexander, Pittsburg, and Lee Smith of Uniontown, attorneys for the company in the administration of the estate, \$5,000; and for J. S. Christy, auditor, \$5,000.

According to the accounts, there have been drawn by Mrs. Smith's children a total of \$222,432.93, of which \$6,332.72 was paid for Lucian P. Smith by his brother, James H. Smith, and sister, Mrs. McKee. On this basis of income for distribution is given as amounting to \$663,355.53, which is ordered distributed as follows:

To James H. Smith, one-third, or \$221,118.51, less \$5,792.48 paid by account to James H. Smith, from which sum, is deducted the money expended in payment of Lucian Smith's debts, this leaving a net balance of \$174,326.03.

To Clara Smith McKee, one-third, or \$221,118.51, less \$2,229.07, paid by account to Clara Smith McKee, from which there is deducted also \$5,366.38, as expended by her on her brother, Lucian's account, leaving a net balance of \$139,583.13.

To James A. Hughes, administrator of Lucian P. Smith, deceased, one-third, or \$221,118.51, less \$4,431.38 paid Lucian Smith by accountants prior to his death, and \$6,332.72, the amount of Lucian Smith's indebtedness charged to his brother and sister, leaving a net balance of \$172,287.74.

The Citizens' Title & Trust company, of Uniontown, is guardian of Lucian P. Smith, Jr. who is now a sturdy lad in his sixth year.

DR. BALTZ CALLED.

Uniontown Physician Ordered to Report At New York Hospital.

Dr. S. A. Baltz, who for some time has been a first lieutenant in the Officer's Medical Reserve Corps stationed at Fort Oglethorpe, Atlanta, Ga., has been called to New York, where he has been detailed to the Bellevue hospital for special post-graduate work. He will likely be sent to Europe upon completion of the course.

Elected Superintendent.

Edward Wardlow of Scotland has been elected superintendent of the Iron Bridge Mission Sunday school. Mr. Wardlow was superintendent several years ago and has a large circle of friends who welcome his return, along with his wife, who is also an earnest worker in the mission.

OUTFITTING ARMY UNIT FOR INITIAL WORK IN WAR GAME. RARE SPORT, SOLDIER WRITES

Many Exchanges With Comrades Necessary Before One Is Ready for Inspection.

UNIT 1 DOWN TO ROUTINE

By WILLIAM E. SHERMAN, Hospital Unit "A."

FORT McPHERSON, Jan. 6.—Outfitting an Army unit is a fascinating indoor and outdoor sport. Unit "A" officers have been engaged in it for some days past, and as a result the men are well equipped with uniforms, trunks, coats, shirts, hats, a puppy-dog team and the necessary insignia. The idea seems to be to have some of everything to each member of the unit, regardless of size, although the dimensions of feet, legs, head, waist and other portions of the anatomy to be adorned with clothing are very carefully taken beforehand and turned into the quartermaster's department. When the clothing finally is distributed, like a hot potato, and the effect when he puts it on is that of the traditional penny on a pumpkin. It may be that they were assigning hats according to brain sizes. If such were the case, the 7-1-8; I got originally was much too large, although I did eventually get a 7-1-4 that suits my head. After general all-around exchanging, however, and a second visit to the quartermaster's supply station, almost everybody secured an outfit that conformed to his outline or his frame, some more so than others. One unit, I understand, got one complete outfit that fitted fine and an odd assortment of widely varied sizes that the members never could wear. We fared far better than that.

Some fellows just naturally wear uniforms as though they were born to them. Others never will look like soldiers. The American Army uniform can be the swiftest or the ugliest in the world, according to the wearer. But the unit will look fine, the men taking a high degree of personal pride in their appearance.

Spare time this week was taken up stamping out the two metal plates that every United States soldier must wear about his neck during his service. These are of soft metal and contain this information: Name of wearer, his rank, the organization he is in and where it comes from. Each is worn on a separate cord and if the owner is so unfortunate as to lose his

Some fellows just naturally wear uniforms as though they were born to them. Others never will look like soldiers. The American Army uniform can be the swiftest or the ugliest in the world, according to the wearer. But the unit will look fine, the men taking a high degree of personal pride in their appearance.

UNABLE TO LIVE ON MEAGRE SALARY PASTOR QUILTS AND TURNS TO MANUAL LABOR

High Cost of Necessities Makes Support of Family Impossible, Bullskin Minister Says.

NOW WITH WEST PENN

The high cost of living and the small remuneration they are receiving combined, are driving the ministers in the rural fields from their chosen work. It is no longer possible for a pastor with a family to make ends meet, let alone presenting a respectable appearance at \$50 to \$60 a month. Because he could not do so Rev. A. M. Long, pastor of the Moore Memorial Mount Olive and Fairview United Brethren churches in Bullskin township, was confronted with the necessity of adding to his income by physical labor. He secured a position in the store department of the West Penn Power company. That was several weeks ago. Soon he realized that application to his new pursuit made it impossible for him at the same time to attend to the duties imposed upon a minister of the gospel. In the words of the Rev. Long in speaking of the matter today it became necessary to lay aside one vocation or the other. Necessity prompted him to quit the ministry, at least temporarily, and that he did, tendering his resignation, effective a few days ago. No successor has been named.

Rev. Long was pastor of the three Bullskin churches for over two years. He has been in the ministry for 14 years.

MANY KNITTED GARMENTS

In the Third Shipment Made by the Red Cross of Connelville.

Miss Harriet Clark in charge of the knitting department of the Connelville chapter of the Red Cross, completed shipment Thursday of 269 articles, as follows:

Sweaters, 100; mufflers, 46; wristlets, 34 pairs; socks, 65 pairs; trench coats, 22; helmets, 2. The shipment which had an estimated value of \$885, was the third made by the local chapter, one having been made in December and the first late in October.

Including the shipment of surgical dressings and hospital supplies made on Wednesday, the output of the workers in all departments during the month of December numbered 4,427 garments and pieces, having a total value of \$1,855, which is by far the largest during a single month since the work rooms were opened. Large as these shipments were they are still far short of the needs as the officers of the local chapter see them. There is very urgent need for more workers, especially in the surgical dressing department, which has to provide a regular monthly allotment of a certain number of standard dressings in addition to orders for special dressings from time to time.

CLASS PLAY PLEASES.

Good Audience at Leisnering Affair Despite Storm.

Despite the inclement weather the annual class play of the Dunbar township high school seniors held Friday night in the high school auditorium at Leisnering No. 1, was well attended.

A three act mythical comedy, "Pygmalion and Galatea," was cleverly presented by nine seniors as follows: William J. Adams, J. Harry Connor, Harry Randolph, Nellie Cecelia Burns, Lydia Lagoria Morgan, Igor M. Matko, Charlotte Crawford, Florence Lucretia Sprout and John G. Senor. The program closed with the audience singing the high school song.

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He, one is buried with him and the other sent home. I can't figure out what they want to bury one with him unless it's to identify him when he is buried by the sentry outside the pearly gates so that proper inquiry can be made as to whether there is a seat and a set of wings inside for him. Anyway, it's sort of gruesome, sitting down punching out letters by letter a tag to identify you with as you lay cold and dead on the field of battle.

The other afternoon, somebody undertook to test out the accuracy of mouth message transmission through the barracks. The first man wrote out and repeated to his neighbor message: "Staff headquarters. Battery B will retire to the rear of Snodgrass hill at 10 A. M."

Somebody's car slipped during the transmission for the last man got it thus: "Battery B will report at headquarters' staff at 10:30 P. M."

If such a message had been sent for the actual movement of troops, Heaven help poor Battery B.

We are having Hitler drill regularly now. At first this was more utter drill than anything else for while 10 fellows wrestled with the unwieldy stretchers and tried to handle them with the same grace and precision as a rifle, the rest looked on and uttered. But he who laughed last laughed most for everybody had to have a shot at it.

One of the Atlanta papers had a cartoon the other day showing the frightful conditions the poor Army private has to undergo, what with a series of entertainments, dinners, movie shows and other stunts put on for him, so numerous as to make a social secretary almost indispensable. It's true, too.

Never were enlisted men treated so royally as by the people of Atlanta. They do anything at all for you. And on top of the joys of being in the Army comes the scheme old Uncle Sam has evolved of compelling soldiers to set aside a certain amount of his pay for dependents, to which he adds an equal amount. A man with a wife must allow \$15 a month and the government adds \$15 to it every month. In view of this, how can a man make a wife his excuse for not enlisting.

Since we got uniforms, Atlanta photographers are working night. The Westmoreland-Payette boys are going to have a group taken and will try to prevail on some paper back home to publish it.

ship, was confronted with the necessity of adding to his income by physical labor. He secured a position in the store department of the West Penn Power company. That was several weeks ago. Soon he realized that application to his new pursuit made it impossible for him at the same time to attend to the duties imposed upon a minister of the gospel. In the words of the Rev. Long in speaking of the matter today it became necessary to lay aside one vocation or the other. Necessity prompted him to quit the ministry, at least temporarily, and that he did, tendering his resignation, effective a few days ago. No successor has been named.

Rev. Long was pastor of the three Bullskin churches for over two years. He has been in the ministry for 14 years.

WED IN TICKET OFFICE

Mount Pleasant Couple, Missing Train, Decide to Save Time.

Private Ben H. Cope, son of John H. Cope, Mount Pleasant, and Miss Pearl Rose, of Mount Pleasant, were married Thursday at 2:30 o'clock in the office of the ticket agent of the Pennsylvania Railroad company in Uniontown by the Rev. T. W. Colburn, of the Methodist Protestant church. Private Cope had been to Uniontown for a visit and with his bride he was on his way back to Mount Pleasant for a brief stay before starting to camp. He had planned to go to Scotland by train and found at the last minute there was none. To save time the wedding was arranged while the couple waited for a trolley car.

STORK STILL AHEAD.

Bests The Reaper in Local District in December By Total of Seven.

During the month of December the stork outnumbered the grim reaper by seven, according to the monthly report submitted Thursday a. m. by Miss Clara Baker, deputy registrar of vital statistics. The number of deaths and births in Connelville and Bullskin townships were the same. The report is as follows:

Deaths, Connelville, 17; Bullskin, 17; total, 34.

Births, Connelville, 24; Bullskin, 24; total, 48.

Further Curtailment.

All through trains on the Pittsburg & Lake Erie railroad, have been withdrawn, according to notice issued this morning by Agent C. S. Stanyard. This leaves none but local accommodation trains.

Recovers From Injury.

Thomas Faulk of Confluence, a Western Maryland brakeman, who has been a patient in the Western Maryland hospital, Cumberland for treatment of an injured leg, has returned to his home.

BOARD 5 HAS 566 MEN SUBJECT TO EARLY ARMY CALL

Final Classification Shows One Fourth of Total Placed in Class 1.

EXAMINATIONS HELD SOON

Every Man in First Division Will Be Summoned to Appear Before Board No. Matter If He Was Rejected or Accepted in the Initial Tests.

The draft board for District No. 5 has secured 566 men out of the 2,038 registrants under it, for the Class 1 division, subject to immediate call for service. The classifications have not all been passed on by the Greensburg appellate board yet, but Chairman C. B. Franks expects to have at least 450 men still available after the district board's pruning.

As fast as the men have been classified, the cases of registrants who turned in their questionnaires claiming exemption on the grounds of industrial or agricultural occupations, have been sent to the Greensburg board for decisions. The local board has no authority to classify a case where exemption is claimed on agricultural or industrial grounds. When a registrant makes a claim on both dependent and industrial grounds he has five days to appeal from any decision the local board may make concerning his status as a support of dependents. Then the appeal is sent to Greensburg.

Only 19 cases of the No. 5 board have yet been considered by the Greensburg board and 17 decisions were reversed, taking that number of men out of Class 1, and leaving but two available for military service.

The calls to appear for examination will likely be sent out to registrants as soon as all the classifications have been definitely settled. Every man of the Class 1 division will be called for examination, in order to agree on those who may be physically unfit. These examinations are expected to take place this month.

It is expected that the first call for drafted men to be sent to training camps will come during February. With all the Class 1 registrants examined and weeded out the men for service will be taken according to their numbers.

Out of the questionnaires sent out, only 120 were returned as unclaimed. These men will also be placed in Class 1 and when apprehended will be sent directly into camp.

AFTER NATIONAL CUP

Yough Tent of K. O. T. M. May Take Big Prize in Membership Race.

The Yough Tent No. 159 of the Knights of the Macabees may take the national loving cup offered in the nation-wide membership campaign being conducted, at the present time. The local tent is leading in Pennsylvania for the state cup and is running even with the Ohio Tent, No. 464 for the national cup.

The local tent has secured 70 new members since the drive began, all of whom have been initiated. There are many more applications in. The quota of the local tent was 40 and this has been almost more than doubled. There are two teams working here, with the Reds leading the Blues, 44 to 26.

The campaign will end the last of February, after which the presentation of prizes will be made.

NORTH UNION ROLL

Township Has 20 Former Teachers and Students in Service.

Twenty students and graduates and four teachers in the military service is the record for North Union township.

The teachers included in the list are H. C. Coulter, O. A. Rodefer, N. J. McCleary and W. W. Smith. Students and graduates in the service are Edgar Jeffries, Ray Matthews, Dale Gillingham, Joseph Sawerker, George Colbert, William Holland, Robert Darby, Samuel Shipley, Percy Sawerker, Ernest Van Sant, Edward Sawerker, Charles Hunt, Hersey Deal, Oliver MacLaughlin, Harry Zebler, Ralph Silbaugh, Thomas McDowell, Allen Cole and Thomas Davis.

ALL DAY KNITTING

Dawson Women Apply Time Profitably for Red Cross.

Mrs. M. E. Strawn entertained a few of her friends at an all day knitting Thursday at her home at Dawson. The guests, who are doing splendid work for the Red Cross, brought their knitting and those who could not knit learned in a short time. The day was delightfully spent by the knitters, who accomplished much work. The following were present: Mrs. J. B. Knox, Mrs. B. L. Carson, Mrs. M. F. Elwell, Mrs. D. M. Graham and Mrs. Backman, Star Junction; Mrs. Herman Elkins of Circleville, O.; Mrs. J. L. Cochran, Connelville, and Mrs. W. B. Moore of Dawson.

BANK ELECTS OFFICERS.

Title & Trust Directors Re-organize for Coming Year.

At a meeting of the board of directors of the Title & Trust company of Western Pennsylvania held Thursday afternoon the officers for the ensuing year were elected.

L. P. Ruth was elected president; R. Marietta, vice president, and E. K. Dick, secretary and treasurer. The usual semi-annual dividend was declared.

At a meeting of the board of directors of the Title & Trust company of Western Pennsylvania held Thursday afternoon the officers for the ensuing year were elected.

Boiler Explodes

At Power House, Five Men Scalded. Two Employees Are in Hospital; Others Escape With Slight Injuries.

BOILER EXPLODES AT POWER HOUSE, FIVE MEN SCALDED

Two Employees Are in Hospital; Others Escape With Slight Injuries.

The West Penn power system was crippled for an hour Sunday and five men were painfully scalded when a tube in Boiler No. 3 at the power house at Fayette station exploded at 2 o'clock in the afternoon. The damage was negligible. Steam escaping through the broken tube reduced the pressure at the plant so that car service was held up for about an hour.

The five men who were scalded were working on Boiler No. 4 when the explosion occurred. Charles Lincoln, a brick mason was making repairs to No. 4 assisted by four other men. Great clouds of steam enveloped the men and the room was completely filled with it. Steam from other boilers in the plant escaped through the break, crippling the entire system.

Of the injured men, Burrell Hixon, 24 years old, of Scotland, was probably the most seriously burned. He was badly scalded about the face, and also suffered slight burns about the arms and ankles. J. H. Walker, 37 years old, also of Scotland, received bad burns about the face and hands. Both men are at the Cottage State hospital but they were able to leave for their homes, Charles Lincoln, who lives at Dunbar, was only slightly burned. He, with the rest of the injured men, was given first aid treatment at the power plant. Lincoln did not go to the hospital but finished out his shift.

During the interval when the plant was out of commission, the new Windor plant at Beech Bottom, W. Va., and the Duquesne Light & Power Company of Pittsburg, gave assistance.

Soa Arrives.

Word has been received here of the arrival of a son, Saunders, January 6, at the home of Mr. and Mrs. Joseph Haubach in Akron, O. Mrs. Haubach was formerly Miss Norah Boyd, daughter of Mrs. Elizabeth Boyd and a granddaughter of Mr. and Mrs. Jacob Herr of Connelville.

Advertise your coal land in The Weekly Courier.

REPORT OF CONDITION OF THE FIRST NATIONAL BANK, at Connelville, in the State of Pennsylvania, at the close of business on December 31, 1917.

RESOURCES.

Loans and discounts (except those shown on b and c) \$1,502,921.03 1,502,921.03

Overdrafts, uncured 1,178.82 1,178.82

U. S. bonds deposited to secure circulation (par value) 150,000.00 150,000.00

U. S. bonds and certificates of indebtedness owned and unpledged 10,000.00 10,000.00

Liberty Loan Bonds, 3 1/2 per cent, pledged to secure savings deposits 50,000.00 50,000.00

Stocks, other than federal reserve bank stock 47,548.00 47,548.00

Stock of federal reserve bank (50 per cent of subscription) 5,000.00 5,000.00

Value of bank-leased house 185,470.39 185,470.39

Furniture and fixtures 24,089.70 24,089.70

Real estate owned other than banking house 32,951.56 32,951.56

Lawful reserve with federal reserve bank 123,026.08 123,026.08

Cash in vault and net amounts due from national banks 386,941.94 386,941.94

Net amounts due from banks, bankers and other than included in items 15, 16, 17 and 18 10,513.52 10,513.52

Checks on other banks in course of collection 2,577.25 2,577.25

Checks on banks located outside of city or town of reporting bank (other than cash items) 7,298.53 7,298.53

Redemption fund with U. S. Treasurer due from U. S. Treasurer 7,500.00 7,500.00

Other assets, if any 1,358.48 1,358.48

Total \$2,895,000.42

LIABILITIES.

Capital stock paid in 200,000.00 200,000.00

Surplus fund 29,392.72 29,392.72

Undivided profits 1,665,507.68 1,665,507.68

Circulating notes outstanding 148,500.00 148,500.00

Net amounts due to national banks 7,000.00 7,000.00

Total of items 3 and 32 7,000.00 7,000.00

Individual deposits subject to check 821,568.71 821,568.71

Certificates of deposit due in less than 30 days (other than for money borrowed) 101,179.45 101,179.45

Cashier's checks outstanding 2,856.67 2,856.67

Cashier's checks outstanding in less than 30 days (other than for money borrowed) 24,588.74 24,588.74

Dividends unpaid 6,018.00 6,018.00

Other time deposits 1,462,258.13 1,462,258.13

Total of time deposits subject to reserve, items 41, 42 and 43 3,463,258.13 3,463,258.13

Total \$4,358,258.13

REPORT OF CONDITION OF THE FIRST NATIONAL BANK, at Connelville, in the State of Pennsylvania, at the close of business on December 31, 1917.

RESOURCES.

Loans and discounts (except those shown on b and c) \$467,719.19 467,719.19

Overdrafts, uncured 1,639.74 1,639.74

U. S. bonds deposited to secure circulation (par value) 50,000.00 50,000.00

U. S. bonds and certificates of indebtedness owned and unpledged 100,000.00 100,000.00

Liberty Loan Bonds, 3 1/2 per cent, pledged to secure savings deposits 112,600.00 112,600.00

Stocks, other than federal reserve bank stock 450.00 450.00

Stock of federal reserve bank (50 per cent of subscription) 2,000.00 2,000.00

Value of bank-leased house 412,956.42 412,956.42

Furniture and fixtures 144.55 144.55

Real estate owned other than banking house 2,500.00 2,500.00

Lawful reserve with federal reserve bank 123,407.44 123,407.44

Cash in vault and net amounts due from national banks 792,059.52 792,059.52

Net amounts due from banks, bankers and trust companies (other than included in items 36 or 37) 1,000.00 1,000.00

Checks on other banks in course of collection 50.00 50.00

Checks on banks located outside of city or town of reporting bank (other than cash items) 2,600.00 2,600.00

Redemption fund with U. S. Treasurer due from U. S. Treasurer 2,600.00 2,600.00

Other assets, if any 1,358.48 1,358.48

Total \$4,358,258.13

LIABILITIES.

Capital stock paid in 200,000.00 200,000.00

Surplus fund 29,392.72 29,392.72

Undivided profits 1,665,507.68 1,665,507.68

Circulating notes outstanding 148,500.00 148,500.00

THOUSANDS INSPECT NEW HIGH SCHOOL AND HEAR DEDICATORY ADDRESSES

Citizens Warmly Congratulate For Making Building Possible.

DR. SCHAEFFER SPEAKS

Superintendent of Public Instruction Compares Opportunities of American Boy With That of German; Other Good Talks and Music.

An epoch in the school history of the Conneltsville school district was passed Thursday night with dedication of the new high school and the Crawford school on the West Side. It is estimated that 2,500 persons visited the high school, and the new auditorium, with a seating capacity of 902, was packed while hundreds lined the walls. Others strolled through the building and it was necessary to turn some away from the doors of the auditorium.

Both school halls were open to the public yesterday afternoon, with competent guides to show the visitors through. All interesting facts about the buildings were related to parents and citizens by the guides.

At the high school Thursday night, dedicatory program began at 8 o'clock. C. Roy Mettel, president of the school board, presided. Rev. Ellis B. Burgess delivered the invocation and Rev. J. L. Frouth pronounced the benediction. The audience sang "America" and "The Star Spangled Banner," led by Prof. Haviland, teacher of music in the high school.

Gifts of E. S. Porter of New York formerly of this city, and of the high school alumni were presented by the school by John Duggan, Jr. Mr. Duggan spoke for Mr. Porter in presenting a moving picture machine which has already been installed, and for the alumni association in presenting a fine clock.

Dr. J. George Becht, secretary of the State Board of Education delivered the first address of the evening.

"This is no minor occasion," said Dr. Becht, in speaking of the dedication, "but it is a transcendent occasion in the educational life of this community."

The speaker contended that "the greatest asset of the commonwealth is children, and the purpose of this building is to make men and women of these children who shall build up the nation."

Dr. Becht drew attention to the autocracies now in the world and declared that when the war is over there would be but one autocracy left. "That is the autocracy of achievement," he said, "and it is gained by personal work and labor. The school is the lever which raises up the individual to the point of personal achievement."

Dr. Nathan C. Schaeffer, superintendent of the department of public instruction, of Harrisburg, gave an interesting address. Dr. Schaeffer said he wouldn't trade the American system of schooling for any one on the European continent. He told of a friend of his, who once went to the University of Berlin, relating the school methods in that country.

"A boy there has no chance to rise," said Dr. Schaeffer. "He can only become what his father is. If a relative has money the boy can be sent to a preparatory school for eight or nine years and finally is granted admission to the university. Otherwise he is a baker or a cobbler, like his father."

"It is the business of the high school," Dr. Schaeffer continued, "to teach the boy and girl the science to enable them to grapple with the problems of life. When you think on these things you will no longer kick on the tax."

Perhaps the address which was looked forward to more than any other was that of Walter S. Deffenbaugh, of the Bureau of Education at Washington, D. C., who was at one time superintendent of the schools here. Mr. Deffenbaugh said that there was one thing he always liked about Conneltsville. "That is," he said, "when this city once gets wakened up it stays awake. When they start something here the people forget what the word 'halt' means." "I surely congratulate the people of Conneltsville for voting to erect these fine buildings."

Mr. Deffenbaugh arrived here yesterday morning and went through both the high school and the Crawford school on the West Side. He was struck with the thorough completeness of both.

afternoon and the vacation will continue today on account of the teachers' institute. The speakers here for the dedication are remaining over for the institute and will address the gathering of teachers today and tomorrow.

PERRY RED CROSS RECORD CREDITED TO COOPERATION

Chairman Issues Statement on the Remarkable Work Accomplished in Campaign.

The fact that Perry Township made such a remarkable record, enrolling over 3,000 new members during the recent Red Cross drive, has prompted many to inquire as to what plan was used. Chairman J. Buell Snyder of the Perry Auxiliary answers by attributing the success of the work to the closely organized units which were directed by him and his two assistants, H. Slocum and Betty Luce as follows: First—Banning, Chairman J. R. Jones; secretary, Mrs. Alice Markay. Second—Jackson, chairman, Olan Carson; secretary, Elsie Olander. Third—Layton, chairman, Rev. Forger; secretary, Mary Carson. Fourth—Perryopolis, chairman, Mrs. J. Alvin Byers; secretary, Lena Galley. Fifth—Wick Haven, chairman, Prof. Cuppert; secretary, Mrs. John Kreppe. Sixth—Whitsett, chairman, Mr. Thomas Lyon; secretary, Charles Toat. Seventh—Star Junction, chairman, R. C. Beerbower; secretary, Elsie Thrauer.

Each unit was held responsible for results and it was found that the smaller units made the best showing. The percent of the estimated population enrolled by the different units is approximately as follows: Banning, 52; Layton, 71; Jackson, 59; Perryopolis, 47; Star Junction, 46; Wick Haven, 57; Whitsett, 75.

U. S. GUARD-FORMING

Opportunity Open for Men 21 to 40 to Enlist at Any Time.

NEW YORK, Jan. 9.—The following notice has been issued under authority of the War Department:

A new branch of the United States Army to be known as the United States Guard National Army, has been authorized for the purpose of guarding piers and waterfronts of the various ports of the United States under the President's proclamation of November 16. For this purpose 10 battalions of infantry with total strength of 633 men each will be organized in the Eastern Department, comprising the states of New York, New Jersey, Pennsylvania, Delaware, Virginia, Maryland and the District of Columbia.

The preliminary plan of organization contemplates stationing two battalions in New Jersey and Virginia and one battalion in Pennsylvania and Maryland and four battalions in the state of New York. It is hoped to raise these battalions by volunteers over the draft age—men from 21 to 40. For men over 40—the regular United States regulations apply. Dependency is no bar. The pay is the same in this service as that of the regular army.

On account of the great demand for olive drab service uniforms for the overseas forces, it has been deemed expedient in order to effect the immediate organization of the United States Guard, National Army, that the blue dress uniform, infantry, be utilized as a tunic and amount is on hand to immediately fully equip this branch of the service. It is hoped that the battalions stationed in the various states in this department can be recruited locally and as far as practicable they will be stationed for duty in the vicinity of their homes. Applicants for enlistment in this service should apply to any Recruiting Officer of the United States Army.

21 IN SERVICE

Dunbar Township High School Has Enrollible Military Record.

Since the beginning of the war 21 young men from the Dunbar township high school, including graduates, have entered the service of the country for war, according to the current issue of the Sentinel, the high school record. Few townships have as good a record, it is believed. The list follows:

W. E. Tietz, Camp Meade; Edw. Ward, '06, Camp Lee; Paul W. Dunn, '09, Ft. Dupont; Frank Byers, '11, in France; William McNulty, '11, Ft. Oglethorpe; Harry Reed, '12, Camp Lee; Alvin Byers, '13, in France; Alton Edwards, '13, in France; Clarence Strawn, '14, in France; Floyd Winrow, '14, Camp Lee; Daniel Foltz, '14, New Port News; Thomas Crawford, '16, West Point; Harry Ainsley, '16, Camp Hancock; Ray Hankins, '16, Camp Meade; Alvin Gray, '17, Camp Hancock; Herman Carr, '17, Camp Hancock; Ray Johns, '17, Camp Hancock; Harry Bowman, '17, Columbus; Quay Herwick, '17, Columbus; Sam Renzi, '20, Camp Hancock.

KICKED IN THE EYE.

Horse Plays Nasty Trick on Star Junction Minor.

Charles Wort of Star Junction, 49 years old, while at work in the mines of the Washington Coal & Coke company Wednesday afternoon was kicked in the left eye by a horse. Wort was removed to the Cottage State hospital where it was stated today at noon that the injury would not likely destroy the sight.

Frank Worthington of Waltersburg, was admitted this morning for medical treatment.

OVER A HUNDRED FROM HIGH SCHOOL IN THE SERVICE

List Compiled for Flag Contains Names of 115 Persons.

GRADUATES ARE INCLUDED

Citizens Knowing of Any Missed Are Asked to Communicate With Principal Bela B. Smith, of the High School Faculty; The Honor Roll.

Count of the number of graduates and members of the faculty of the Conneltsville High School shows that 115, at least, are in the service of the country, in almost every branch. Sixteen flags bearing 114 stars were hung Thursday at the new high school building, one in the auditorium, the other in the corridor.

The list is admittedly incomplete. It was compiled under the direction of Miss Irene Crawford, commercial teacher, with the assistance of students and church workers. Today another name was listed. Principal Bela B. Smith makes request that persons knowing of any who have been missed to report to him.

Following is list to date:

Howard Ankeny
Raymond Baisley
Ray Barclay
Thurston Barnes
Leroy Berkey
William Biel
Milton Brier
Walter Brier
Clayton Bower
Louis Bowman
James Bowman
John Brown
Willard Cable
Harold Carroll
John Carr
Fred Daniels
James Darr
James Decker
James M. Dillworth
Chas. Donnelly
Herbert Dugan
Rockwell Dull
Paul Dunn
Robert Dunn
David Dunnell
Frederic Dunnell
E. E. Dyer
Harry Edmunds
John Finkle
Carl Floto
John Floto
James Geman
Oliver Goldsmith
Chas. Hadcock
Francis Hall
Samuel Hall
Harold Herwick
Jacob Horowitz
Scott Lysinger
Knox Huston
Samuel Inks
Clyde Jones
John Kaufman
John Kephart
Paul Kipatielek
John Kincaid
Orland Leighty
Helman Levine
Joseph Loughray
Scott Lysinger
Paul Luckey
Earl Martin
William Martray
Frank May
Harold McCann
Arah McCormick
James McCormick
Francis McCusker
William McNulty

MID-YEAR CONFERENCE

Seventh Annual Meeting of Sunday School Workers in Uniontown.

The seventh annual mid-year conference of the Fayette County Sunday school association will be held in Uniontown on Friday, February 1. Arrangements are practically complete, and the county secretary has announced that W. G. Landes, general secretary of the Pennsylvania State Sabbath School association, has been secured for the entire day. Mr. Landes is one of the foremost workers in the Sunday school world today. He has been at the head of the Pennsylvania state forces for quite a number of years and he is given credit for the position which Pennsylvania state now holds in Sunday school affairs.

In 1914 Mr. Landes was one of a party under the leadership of H. J. Heinz which traveled around the world investigating Sunday school conditions and Mr. Landes gave the report of this trip at the world's Sunday school convention in Zurich, Switzerland in July, 1914.

In Hospital Again.
E. K. Richter has gone to Pittsburgh where he is taking treatment in the St. Francis hospital for a stiff knee resulting from a serious fracture several months ago.

WALKING ON TRACK, FATALLY INJURED BY PENNSYLVANIA FLYER

Italian Employed on Coalbrook Road Dies of Injuries at Cottage State Hospital.

Giovanni De Luca, an Italian about 50 years old, was fatally injured Wednesday afternoon when run down at Coalbrook by a Pennsylvania express train due here between 2 and 4 o'clock.

De Luca was walking on the track and a train approaching on the opposite track is thought to have prevented him from hearing the approach of the express train, which was going north on the track on which he was walking. The injured man was hurriedly removed to the Cottage state hospital and died on the operating table. He was injured internally.

De Luca was married, his wife residing in the old country. According to a check in a purse found on his person he had worked for the Bell-Brock company. The check was dated January 5. De Luca at one time boarded with Nick Weaver, whose death occurred about two months ago.

The body was removed to funeral Director J. E. Sims' parlors and prepared for burial. An effort is being made to locate a cousin of De Luca, residing at Parlett, O.

ASKS \$7,000 DAMAGES
Oliver Woman Avers Lurch of Trolley Car Threw Her Violently.

The West Penn Railways company is defendant in an action of trespass filed Thursday afternoon in Uniontown on behalf of Katerina Schultz and her husband, John Schultz, who also joins in the suit to recover \$7,000. Mrs. Schultz, who received injuries, wants \$5,000, while her husband asks the additional \$2,000 on account of money spent and to be spent for doctor bills on account of the injuries received by her.

The plaintiffs live at Oliver No. 2 and the statement sets forth that on January 17, 1917, Mrs. Schultz boarded a trolley car at that place with her husband and her destination.

She claims that she got aboard the trolley and while entering the ladies' apartment the car was started with a jerk which threw her violently to the floor, breaking a wrist, while the side of her head struck against the seat, knocking her unconscious.

DANCE AT SCOTSDALE
Knights of Columbus and Daughters of Isabella Make Merry.

SCOTSDALE, Jan. 10.—Members of the Knights of Columbus and Daughters of Isabella joined in a reception given Tuesday evening in Reid Hall from 8 to 12 o'clock. The affair was preceded by a banquet, a feature of which was an address by Rev. M. A. Lambing, pastor of St. John's Catholic church. At 9 o'clock dancing began and lasted until after midnight. Cards were in use among those who did not care to dance. Miss Mary Madden of Mount Pleasant, gave a reading. The whole affair was perfectly arranged. Decorations were in purple and white along with the national colors. The committee in charge was made up of Mrs. W. J. Dooley, Miss Margaret O'Donnell, Miss Margaret Flinnerty, Joseph A. Yahner, Robert Miller and Frank Dooley.

FOR ROAD IMPROVEMENT.
Flatwoods Community Tired Ploughing Through Mud.

People out the Flatwoods way are hopeful that something will come of the proposal to have the state, county and Franklin township join in the proposed improvement of the state road from a short distance west of Vanderhill to Flatwoods. "It is the best news this part of the country has heard for a good many years," writes a citizen of that locality.

The stretch of clay road between Vanderhill and Flatwoods is almost impassable during the wet season. Its completion will open an improved road through to Pittsburg by way of Bellevue.

Licensed to Wed.
Harry W. Dillinger, of Mount Pleasant township, and Anna Maria Greenwalt, of Mount Pleasant, were granted a license to wed in Greensburg yesterday.

LOCAL BOARD NO. 5 SHY 120 BLANKS OF 2,038 SENT OUT

Changing Address Retards Progress of Questionnaire Classification.

DELINQUENTS IN CLASS 1

All Who Failed to Return Blanks Within Seven Days Render Themselves Liable to Immediate Induction Into Country's Military Service.

Out of the 2,038 questionnaires sent out by the local draft board for District No. 5, only 120 of these have been returned from postoffices where the registrant could not be located. Some men failed to leave an address when they changed their residence and could not be located.

Some questionnaires addressed to men who were employed in the coke region were sent to several different works before being returned to the draft boards. The board has no way of knowing that change in the registrant's address unless he notifies it.

By failing to lift a questionnaire when it is sent to him a registrant is automatically placed in the Class A division. He is classed as a slacker and will be placed with the first division to go if apprehended. Men whose questionnaires blanks were returned by postmasters are:

Joseph Giffert, Leisenring.
Joe Krowner, Leisenring.
Mike Podge, Leisenring.
Henry Newbold, Uniontown.
Vincenzo Balsorati, West Hoboken, N. J.
Michael Donohue, Cleveland.
Frank Bakulic, Dunbar, R. D. 32.
John Hurley, Leisenring.
Nick Szakoli, Dunbar.
Albert Telehor, Dunbar, R. D. 22.
Mark Lenz, Dunbar, R. D. 32.
Mike Zerovich, Dunbar, R. D. 32.
Vincenzo Guerriero, Dunbar, R. D. 32.

Joseph Tattay, Dunbar.
Michael Monelli, Dunbar, R. D. 2.
George Varveropolis, No. 27 Shingess St., Pittsburgh.
Stiles Scott, Charlottesville, Va.
Charley Gornes, Vanderhill.
Charles Jordan, Dunbar.
Efstathios Squarogios, East Kensington, Ill.
William Miller, Dunbar.
Joseph Tarenio, Conneltsville, R. D. 35.
Nicola Polidori, Conneltsville, R. D. 1.
John Ober, Conneltsville, R. D. 3.
Mark Allen Kertout, Dunbar.
John Darcello, Conneltsville.
Thomas Patrick Murray, Stewarton.
Jos. Kallier, Adelaide.
Mike Defazio, Dickerson Run.
Mike Eparaski, Adelaide.
Paul Seguch, Adelaide.
Andrew C. Tin, Dawson.
Kazimir Onivat, Trotter.
Mike Scapan, Adelaide.
Charles Henry Trapp, Stewarton.
Elmer Barron, Uniontown.
Columbus Savage, Pineville.
Joe Creech, Vanderhill.
Peter Wisninski, Dunbar.
Samuel Salomoor, Vanderhill.
Irwin Walter Nicholson, Dickerson Run.

Charlie Koulie, Dunbar.
Percy Smith, Vanderhill.
Chas. Rosjora, Dunbar.
John Klinger, Dunbar.
Paceroo Carmelo, Dickerson Run.
Nick Chrostakos, Dawson.
Frank Shamrock, Leisenring No. 1.
Frank Rohr, Leisenring.
James Jones, Dunbar, R. D. 32.
Louie Marovick, Dunbar, R. D. 32.
George Seunk, Adelaide.
John Vagar, Dunbar, R. D. 32.
David Thomas, Savannah, Ga.
Gabriele Napolitan, Dickerson Run.
Peter L. Charnes, Vanderhill.
Orate F. Annals, Dickerson Run.
Charley Olfara, Vanderhill.
John A. Bujarski, Vanderhill.
Tony Francis, Dunbar, R. D. 32.
Gustafsson Petresco, Adelaide.
Archib Russell, Adelaide.
Steve Broesky, Adelaide.
Calvin B. Witt, Indian Head.
Joseph Desiga, Stewarton.
William Powell, Halifax, Va.
Blair Hendricks, Halifax, Va. No such office.

Chas. J. Durall, Dunbar.
George Ferg, Adelaide.
Eli Diddick, Dunbar.
Selt Sh Taluka, Vanderhill.
Joseph May, Vanderhill.
John Calko, Dunbar, R. D. 32.
John Miklash, Dunbar, R. D. 32.

Vacillas Konstantapoulos, Vanderhill.
Mahmet C. Gakup, Vanderhill.
John Ediskas, Conneltsville.
Harry H. Price, Vanderhill.
Steve Magie, Conneltsville.
Carl Sopchok, Vanderhill.
John Delivek, Dunbar, R. D. 32.
Philip Vicino, Dunbar, R. D. 32.
Paul Duhon, Adelaide.
Jos. Thomas Lacombe, Uniontown.
John Skomezeg, Conneltsville, R. D. No. 1.
Antonio Sembo, Conneltsville.
Alphonse Yassaritz, Conneltsville.
Samuel Presley, Anderson, S. C.
Henri Morin, Uniontown.
John D. Duncan, Collier.
Joe Markjattas, Uniontown.
Clarence Edw. Fearner, Hazelton, W. Va.

John Albert Bowen, Effortsville.
Anthony Collins, Conneltsville.
James Neall, Conneltsville.
Ramsis J. Sharnet, Vanderhill.
Dominick Alderiseo, Dickerson Run.
William Rice, Hopwood.
Merl Santarsaf, Vanderhill.
Mike Yarakiz, Conneltsville, R. D. 3.
John Bejarsky, Conneltsville.
Michael Lombardo, Conneltsville.
Spina Diador, Conneltsville.
Joe Galfotto, Trotter.
Steve Pancego, Vanderhill.
John Long, Dickerson Run.
George Keagak, Conneltsville.
Julius Blake, Adelaide.
Joseph Coleman, Gloucester, Va.
John Beka, Vanderhill.
William P. Fronehamp, Adelaide.
Harry E. Barbal, Uniontown.
Bert H. Sproune, Mt. Clare, N. J.
Guisepe Dendies, Durbar.
Victor Custer, Uniontown.
Vinca Yonosh, Dunbar, R. D. 32.
Steve Larvos, Vanderhill.

FALLS DEAD
Junia Man Had Been Feeling Badly; Frick Employee.

Giovanni Battista Di Plerro, 39 years old, died suddenly Thursday at his home at Junia. Deceased had been feeling badly for the past several days, but worked on Wednesday. While sitting on a chair last night he fell over dead. The funeral will be held Sunday morning from St. Rita's Italian Catholic church in the West Side. Rev. Father Henry DeVivo will officiate. Interment in St. Joseph's cemetery.

WANT BLANKS TURNED IN
Red Cross Committee Wishes to Close Membership Campaign Books.

A request has been made by the directing committee which had charge of the Red Cross membership campaign here that all subscription books which have not yet been surrendered be turned in by Saturday. The books and all other unused Red Cross material can be turned in to J. Clyde Whiteley at the Second National Bank.

Especially in the rural districts the books have not been completely collected together. The city canvassers have surrendered all material used by them, and money collected, and in order to close the books of the campaign, those still holding the subscription books are asked to turn them in by the end of the week.

APPLY FOR LIQUOR LICENSES.
First Applications Are Made at Uniontown This Morning.

First applications for retail liquor licenses were made Thursday morning. Rush W. Beall, proprietor of the Brunswick hotel in Uniontown being the first man to file an application. William H. Farnsworth another Uniontown man was the second.

The hearings will be held on the first Monday of April, and it is expected that about 90 applications will be acted upon.

BRIDEGROOM KILLED.
Foreigner Two Months Married Caught Under Fall of Slate.

John Kozak, 23 years old, a bridegroom of two months, was killed in the H. C. Frick mines at Leisenring No. 2, Wednesday afternoon by a fall of slate. Funeral Director J. L. Stader prepared the body for burial, and Corner S. H. Baum of Uniontown was notified of the accident. Kozak was a son of Mr. and Mrs. Frank Yarris, of Lemont, left yesterday for Camp Lee, where he has been in training for some time.

CLARENCE STRAWN WRITES.
Dawson Boy in France Has No Complaint to Make.

In a letter to his parents, Mr. and Mrs. M. E. Strawn of Dawson, Clarence Strawn of Company E, 15th Engineers, somewhere in France, writes that he is in splendid health and that the soldiers have plenty of warm clothing.

Each member of his company was presented with a warm sweater knit by the women of the French Red Cross.

Yarris-Coffman.
Miss Iva Bessie Coffman, of Uniontown and Corporal Andrew Yarris, of Lemont, were married Thursday in the study of the Central Christian church, Uniontown, by Rev. Clyde Goodnight. Corporal Yarris, who is a son of Mr. and Mrs. Frank Yarris, of Lemont, left yesterday for Camp Lee, where he has been in training for some time.

LATEST RED CROSS CONSIGNMENT IS VALUED AT \$1,000

Shipment Sent Yesterday Expedited That of Any Made Up By Local Chapter.

CUTTING MACHINE ARRIVES

Will Greatly Lessen Work of Women Engaged at Sewing Roomlike of Cutter Will Make Possible Employment of Larger Number Daily.

The shipment of hospital supplies, surgical dressings and knitted articles made by the Conneltsville chapter of the Red Cross Wednesday expedited in number and value any previous shipment. It shows, too, how industriously and faithfully the patriotic women of the chapter have been working at their self-imposed tasks. Every working day the have been gathering at the work rooms in the federal building and plying their needles with an industry which is evidenced by the large number of garments and articles that have been made. The value of the articles shipped with the sewing, knitting and surgical dressings department is estimated at \$1,000.

The division of the workers which is giving attention to making hospital supplies under the direction of Mrs. J. French Kerr, shipped a twentieth case yesterday, containing the following articles:

One hundred and ten bedshirts; 30 pajama suits; 10 pairs bedsocks; 140 dish towels; 40 hand towels; 10 operating towels; 20 bed sheets and 10 pillow cases.

The surgical dressing department of the chapter, under the direction of Mrs. John L. Gans, made its first shipment under the order from headquarters for special dressings for the army in France. This is the largest monthly shipment that has yet been made.

Considering that the holiday season has intervened while this special order was being filled, the work done by the ladies in this department has been truly remarkable. The shipment made yesterday consisted of the following, numbering 3,805 pieces:

Wipes, two sizes, 1,375; gauze rolls, 5-yard, 158; cotton pads, two sizes, 620; ointment pads, two sizes, 45; newspaper backed pads, two sizes, 85; many-tailed bandages, 15; scutellus bandages, 90; pneumonia jackets, 30; shot bags, two sizes, 300; compresses, 1,975; heel rings, 15.

The gauze cutting machine has arrived. Its use will lessen the labor of cutting out bandages and make it possible for much more work to be done. Workers are needed in all departments of the local chapter's work. If the women of the city are really interested in making proper provision for the care of the soldier boys, or wish to have a part in helping to win the war, they should turn out in larger number to help in the work of sewing and knitting which is being done by a comparatively small part of the chapter's membership. In the new quarters, soon to be occupied in the old high school building, there will be plenty of room and every provision necessary to accommodate any number of workers.

PATRIOTIC NIGHT

Revival in Methodist Church Draws Well; Railroaders' Service This Evening.

In spite of the counter attraction at the high school dedicatory exercises one of the largest audiences of the year turned out to the Patriotic Night services in the M. E. church. The O. A. R. East was represented by a goodly number of the old veterans. The invitation to the O. O. B. A. M. was not received in time to get out a large number, but the order was represented by several of the fellows. They asked for another evening with more time to get in touch with all the members.

America was sung and Commander Clark unfurled the Service Flag, after which Col. Barnhart made one of his characteristic addresses. The story of his conversion was interesting. It occurred after he had come home from the war. He lived on a farm, and as he was on his way home one night, he was "passing a house along the way. He heard a 'racket', as he expressed it, and he went in. A great throng of people were gathered and they were very happy. Up to that night he had been a profane man, but from that night to the present, he said, "I have never sworn a word." He urged everybody to help the Red Cross, "We had no Red Cross," he said, "during the War of the Rebellion, and for that reason there was much suffering. Now, as soon as the battle is over the Red Cross is on the field ministering to the wounded. Help the Red Cross."

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Subscribe for The Weekly Courier.

THE CONDITIONS OF OPERATION ON R. R.'S NEVER QUITE SO BAD

The Weather and Crippled Motive Power the Main Causes of Delay.

STERN MEASURES TAKEN

By the Baltimore & Ohio in Declaring a Traffic Embargo to Give It Chance to Clear Up the Congestion Which Has Worked Back From Terminals.

For several weeks past, in reality beginning with the cold snap preceding Christmas, railroad operating conditions on the roads serving the coke region, and the Pittsburgh district as a whole, have been about as unfavorable as it is possible for them to be and permit train running at all. So much of the motive power being in need of repair the cold weather has cut down its efficiency even more than would have occurred with everything in good running order. Train schedules were virtually abandoned, it being physically impossible to maintain the required train speed, not taking into account the numerous delays to which traffic of all kinds is subjected under usual weather conditions.

Meantime the shops have been filled with crippled locomotives and cars upon which shop forces have been working overtime in order to make them ready for return to service. Under the severe weather conditions which have prevailed more sickness has developed among trainmen, due to exposure, and in consequence the working forces have been more or less reduced. Every operation connected with the movement of cars and trains has been slowed down in yards, at scales and on the main tracks.

Never before has train service been quite so nearly suspended as during the past week. The west was virtually cut off from the east for the greater part of two days and even yet service between the two sections is intermittent and irregular. While this is true of passenger service it is even more true of freight service. Much of it is supposed to move on what is the equivalent of a passenger schedule, under rush orders from headquarters of Director General McAdoo, but it suffered the same handicaps as other forms of traffic.

Indicative of the freight situation which prevailed was the embargo laid by the Baltimore & Ohio railroad, against all shipments other than of coal, coke, iron ore, and furnace stone originating at points on its own lines and from connecting lines, both in car lots and less than car lots. This was probably the most drastic embargo yet placed by any road, no exception being made by it in favor of government freight, nor perishable commodities, nor livestock, as has been the custom heretofore. The order, which cancelled all embargo orders previously made, was designed to effect a clearing up of traffic congestion, particularly in the Pittsburgh district.

It is the intention of the Baltimore & Ohio to continue this embargo until the situation on its lines is better in hand. The Pittsburgh terminals were fairly well cleared; through the efforts of the General Operating Committee, but congestion has worked back along the line to the small yards and sidings which is really causing more trouble than terminal congestion. The accumulation of loaded coal and coke cars at sidings in the coke region is an illustration of the effects of this "line" trouble which it is the present determination to remove, if possible.

The original embargo order placed the ban on practically every commodity except coal and coke, and in both car and less than car load lots. On Tuesday a modification was directed as affecting the Connellsville division. Shipments of any character in car load lots, westbound are now being accepted at Cumberland and points west, except from Johnstown, and from the Pittsburgh division, with the exception of consignments to points on the Pittsburgh division between Wheeling and Wheeling Junction and some other western territory.

With the modification in temperature of the last few days some relief is being experienced but it is so far from all that is necessary to restore normal conditions that traffic is certain to be very much hindered in movement for some time to come.

ANNUAL RE-CONSIGNMENTS

Director General McAdoo's Assistant Cuts Off That Privilege.

Among the first orders issued by A. H. Smith, president of the New York Central Lines, who was selected by Director General of Railroads McAdoo as his assistant, was the annulment of the re-consignment privilege which has been an especial boon to certain shippers of the Pittsburgh district, but which has been grossly abused by those who profited by it.

No longer will it be possible for a broker in a commodity to order forward a carload, or more, of his specialty for which no buyer has been secured before it was started in transit, but the practice of ordering consignments of commodities against which embargoes obtain in certain directions and effect their delivery by re-consignment will be stopped effectually. The order will bear particular hardship upon brokers in coal, coke, lumber, grain, etc. but it is expected to redound to their advantage ultimately.

In Enforce Explosives Law. The bureau of mines is asking Congress for \$439,000 with which to enforce the provisions of the law regulating explosives.

Advertise in The Weekly Courier.

RAILROAD MEN TO ASK FOR MORE PAY

Demands Will Be Made Through Investigating Boards to Be Named By Director General McAdoo.

Higher wages will be asked of the railroad administration soon by nearly all classes of organized railroad labor. Many pending wage disputes will be transferred to the government from railway executive boards, and in other cases new demands will be formulated for presentation to Director General McAdoo who probably will deal with them through investigating boards.

Strikes are not contemplated by any organization. It is said, and wage questions will not be put up to the director general as demands. Railroad labor leaders are represented as not seeking to take advantage of government operation to press for more pay, but rather as pointing out the necessity of wage increases to keep employees from being attracted to other industries.

Up to the present the only general demands for wage increases, considered by Director General McAdoo are those presented by the four railway brotherhoods and the Switchmen's Union. The brotherhoods' case will be investigated by a board of four which has been named by the director general, and he also may ask this body to inquire into the switchmen's demands, which now are being considered by a committee of railway executives representing all roads.

AMERICAN FORCES IN FRANCE SOUND CALL FOR MORE MECHANICS

Fayette County Is Asked to Provide 25 Men in Appeal Made Public Today.

An urgent call has gone forth for enlistment in Fayette county of men above the draft age for immediate service as mechanics with the American expeditionary forces in France. In an appeal issued by Benton Boyd, of Trotter, chairman of the Civilian Service and Labor Bureau, the county is asked to respond promptly with their quota toward a thousand required of the state of Pennsylvania. This army of mechanics is to be made up within six weeks and will embark immediately for France.

Chairman Boyd has called a meeting of his committee in the work of recruiting for Thursday evening at 7:30 o'clock in the First National Bank building, Uniontown. Temporary recruiting officers were named yesterday—George S. Connell of Connellsville; County Superintendent John S. Carroll of Dunbar; H. G. Sturges, Uniontown, and H. B. Riley of Brownsville, were named. They will receive applications of men wishing to enter the service.

The following classes of mechanics are desired: Automobile and gas engine men, blacksmiths, forge men, cabinet makers, harness makers, lathe hands, milling and planer hands, tool makers, house and sign painters, sheet metal workers, acetylene welders, wheelwrights, general mechanics and motor truck drivers.

The Motor Mechanics Regiment offers advantages not afforded by other branches of the service. Fully 50 percent of the men recruited will have opportunity at once to rate as non-commissioned officers, it is promised. Active service in France without delay is another inducement.

More complete instructions will follow by mail. Meantime Mr. Boyd's committee will meet to determine the best method or means of providing Fayette county's quota under the call, which it is estimated will be about 25 men. These must be men who are not subject to draft and may be under 21 and over 31 years of age, provided they are not employed in the industries regarded as essential to the prosecution of the war.

BUILT MORE ENGINES

P. R. R. Shops Turned Out 202 During the Past Year; Fewer Cars.

More locomotives were turned out of the Pennsylvania Railroad's Juniata shops at Altoona in 1917 than in 1916, but fewer cars were built in the car shops last year than the year before. Scarcity and excessive cost of materials forced a curtailment of the building program.

A total of 202 locomotives were constructed, including 94 freight locomotives, 41 passenger locomotives, 34 shuffers and 32 switchers. An electric locomotive, the largest of its kind in the world, was also built, together with five electric tractors and a new gasoline motor car.

An aggregate of 2,440 cars were constructed in the car shops. This is 340 cars less than were built in 1916.

SECURITIES OWNERS

Incorporate Association to Protect Their Holdings of Railroad Stocks. The National Association of Owners of Railroad Securities has been incorporated under the laws of Maryland, with S. Davies Warfield of Baltimore president, A. C. Robertson, president of the Peoples Savings & Trust Company, Pittsburgh, and a member of the J. V. Thompson Creditors' Committee is a member of the executive and advisory committee. The purpose of the association is to protect and take steps for stabilizing the securities issued by railroad and other carriers of the United States and maintaining and improving their credit.

Bank Sale Held Up. No sale of the First National Bank building of Uniontown will be made until January 22, if ever, a rule to show cause why the sale should not be stayed until other collateral available was disposed of, and returnable January 22, having been granted on Reciever John H. Strawn yesterday writing on presentation of a petition. Judge Orr in the United States court in Pittsburgh.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.		Pittsburg	Fairmont	Chubb	Laporte
Connellsville		2.15	2.00	1.85	1.75
Wormsland		1.85	1.70	1.55	1.45
Baltimore, Md.		2.15	2.00	1.85	1.75
Chester, Pa.		1.85	1.70	1.55	1.45
Harrisburg, Pa.		2.15	2.00	1.85	1.75
Johnstown, Pa.		2.15	2.00	1.85	1.75
Lebanon, Pa.		2.15	2.00	1.85	1.75
New York, N. Y. (Bklyn)		2.40	2.25	2.10	2.00
New York, N. Y. (Rklyn)		2.40	2.25	2.10	2.00
Philadelphia		2.15	2.00	1.85	1.75
Springfield		2.15	2.00	1.85	1.75
Stanton, Pa.		1.85	1.70	1.55	1.45
South Bethlehem, Pa.		2.15	2.00	1.85	1.75
Syracuse, N. Y.		2.30	2.15	2.00	1.90
To ATLANTIC PORTS via B. & O.					
Greenwich, local		1.90	1.75	1.60	1.50
Greenwich, export		1.70	1.55	1.40	1.30
South Amboy, F. O. R.		2.05	1.90	1.75	1.65
Harrington Cove		1.90	1.75	1.60	1.50
Greenville		2.10	1.95	1.80	1.70
Canton, Balto, local		1.90	1.75	1.60	1.50
Canton, Balto, export		1.65	1.50	1.35	1.25
To ATLANTIC PORTS via E. & O.					
St. George Coal Piers		2.40	2.25	2.10	2.00
St. George for Export		2.05	1.90	1.75	1.65
Philadelphia Coal Piers		1.90	1.75	1.60	1.50
Philadelphia for Export		1.70	1.55	1.40	1.30
Curtis Bay Piers		1.90	1.75	1.60	1.50
Curtis Bay for Export		1.65	1.50	1.35	1.25

The rate from the Fairmont District to Johnstown, Pa. 78c; Monongahela Railway to state line, 85c; below state line to Fairmont, 25c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Rutledge; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

TO WESTERN PORTS.		Pittsburg	Upper	Lower
Rate per Net Ton of 2,000 lbs.		Group	Civilie	Civilie
(C)				(S)
Canton, O.		1.10	1.20	1.25
Chicago, Ill.		2.40	2.05	2.20
Cleveland, O.		1.15	1.25	1.30
Columbus, O.		1.15	1.25	1.30
Detroit, Mich.		1.40	1.40	1.55
Indiana Harbor, Ind.		2.05	2.05	2.20
Toledo, O.		1.25	1.25	1.40
Youngstown, O.		1.35	1.35	1.50
Lake Ports		.85	1.05	1.05

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Rutledge; south to and including Brownsville and Brannell on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and south to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston except Brannell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



COMPLETION OF THE FAYETTE YARDS BIG BOON TO W. VA. COAL

Will Make it Easier to Handle Traffic on the Fairmont Division of B. & O.

A W. MD. ARRANGEMENT

Which Provides Trains and Crows to Haul Its Coal From Fairmont Field to Fayette Yards; Plan May Be Continued and Expanded by Director.

The coal operators of the Fairmont district of West Virginia are encouraged by the information that work on the Western Maryland yards at Fayette station has been resumed. They have recently suffered such serious interruptions to the movement of coal from their field and the return of empties, that the resulting condition has been little short of complete paralysis of their trade.

Last week practically every mining plant in the Fairmont district was idle several days in succession. Those having no coal storage capacity, and without cars, neither mined nor loaded a car of coal. A feature of the situation was the almost entire absence of motive power and empty cars, while loaded cars filled the sidings in all parts of the region. The tieup in the east, which prevents both the Baltimore & Ohio and the Western Maryland from getting rid of their accumulated loads, is largely responsible for the conditions which exist in the Fairmont district, as well as the Connellsville region and intermediate points which depend upon these two roads to carry their output to the eastern markets.

The fact that work on the Fayette yards has been undertaken again, after several months' suspension, gives promise to the West Virginia producers that the completion of these yards will make it much easier to handle the coal traffic of the Fairmont division of the Baltimore & Ohio. This has been more than doubled since the arrangement was made with the Western Maryland to carry coal from the latter's branches up Helen's Run and Gingham Creek near Fairmont to the Fayette station yards.

Among railroad men the impression prevails that the arrangement between the Baltimore & Ohio and the Western Maryland, whereby the latter provides trains and crews to handle this coal, will probably be continued under Director General McAdoo, and may be extended so that Western Maryland motive power and crews, as well as cars, may be supplied for various other spots and branches tapping the coal fields in the upper Monongahela valley. The Fayette yards at present provide little more than facilities for

the transfer of this coal from the Baltimore & Ohio to the Western Maryland, which takes it east. When completed the yards will provide storage room sufficient to take care of the sidetrack accumulations which are now hampering operations at the mines in the Fairmont and other fields to a very large extent.

MINIMUM OF UNREST

Reported to Prevail in the Industries; Mediators Constantly on the Job. Industrial unrest in the United States is at a minimum—less than the Department of Labor has known for many months.

Officials ascribe the improved condition to the spirit of accommodation brought about between capital and labor by the realization that discord endangers the success of the war.

Adjustment boards have comparatively few cases before them now, according to information gathered by the Council of National Defense. At the Department of Labor it was said that the labor condition is excellent. Increasing costs of living and higher wages being paid in industries having government contracts has resulted in a number of wage demands but the Federal Board of Mediation and Conciliation has been successful in avoiding walkouts and in bringing the two sides together in nearly all cases.

Close watch on labor conditions is being maintained by government agencies to smooth out differences before they reach a point of feeling. Forces of mediators are being kept constantly in the field ready to act instantly.

COAL AND COKE

Production in West Virginia Showed Large Gains Last Year.

The production of coal in West Virginia in the year ended June 30, 1917, was 80,547,370 gross tons, an increase of 935,072 tons over 1916, the report of the state department of mines shows. Coke production rose 525,032 net tons to a total of 2,533,314 for the year. The average selling price of coal, as reported by operators, was \$2.26 a ton and coke \$4.77. The coal and coke industry in the year gave employment to 48,237 Americans and 40,428 aliens.

COAL FOR NAVY.

To Be Supplied From Alaskan Field By Next Summer.

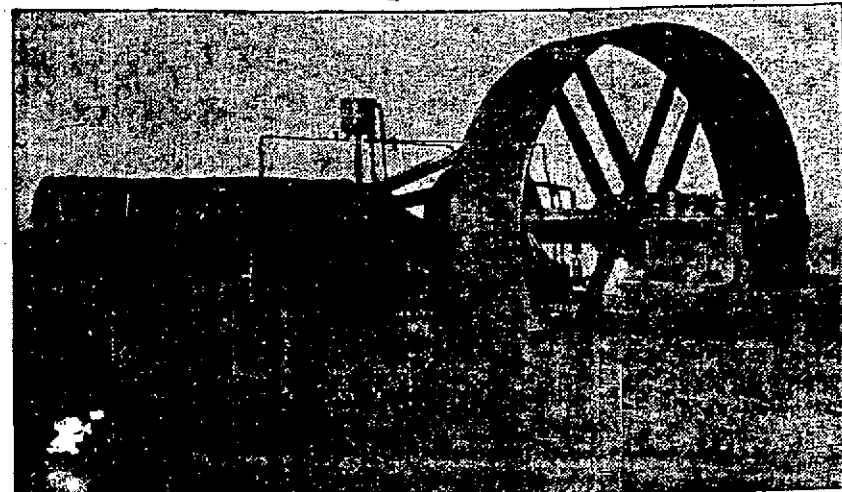
It is believed that the coal-mining operations now under way, together with the railroad facilities that are being provided, will further demonstrate the possibilities of supplying coal from the Mananaska, Alaska, field for the use of the Navy and on the Pacific coast. The government railroad is now completed and able to handle tonnage from this field to Anchorage at tidewater.

By next summer the railroad will also be able to haul tonnage to Seward, the coast terminus of the road.

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The Connellsville Coke Trade

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

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B. & O. AGENT HERE

IN FURTHERANCE OF CLEANUP MOVEMENT

Week of January 14 to 21 Set Aside for Removal of All Accumulated Shipments.

Merchants and business men of Connellsville who make use of the freight handling end of the Baltimore & Ohio Railroad system were canvassed yesterday and today by Commercial Freight Agent W. H. Mason, of Uniontown, in behalf of Director General McAdoo's cleanup week, set for January 14 to 21. During that week, at the instigation of the head of the railroad system, an effort will be made to clear all terminals of accumulated freight. The co-operation of all shippers is sought with the hope that something like normal conditions may shortly be established in the shipment of freight.

The appeal of the director general is directed principally to the shippers in the larger centers of population. In the Connellsville region, Mr. Mason said, there is little congestion but he indicated that every little will help and that if there is holdover freight of any character at the local terminal that consignees see to its removal.

Railway Fuel Administrators. Representatives of the Fuel Administration are being appointed to co-operate with railway officials at various points to aid in relieving freight congestions. Under the order of Administrator Garfield, the representatives will have power, in emergencies, to divert shipments of coal and change routes.

Homer L. Burchinal

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,108	H. C. Frick Coke Co., Yorkrun, Shof and Btner, 1,300	Struthers Coal & Coke Co., Fairbank Works..... 120
Austin Coal & Coke Co., Plants 2 and 3..... 120		
Colonist Coke Company, Smock..... 160		

Fayette Engineering Company

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